THE INTERNATIONAL Teamster
DEDICATED TO SERVICE
APRIL 1957

THESE RIGHTS BELONG TO ALL THE PEOPLE

THE BILL OF RIGHTS

ARTICLE I

Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech or of the press; or the right of the people peaceably to assemble and to petition the Government for a redress of grievances.

ARTICLE II

A well-regulated militia being necessary to the security of a free State, the right of the people to keep and bear arms shall not be infringed.

ARTICLE III

No soldier shall, in time of peace, be quartered in any house without the consent of the owner, nor in time of war but in a manner to be prescribed by law.

ARTICLE IV

The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

ARTICLE V

No person shall be held to answer for a capital or other infamous crime unless on a presentment or indictment of a Grand Jury, except in cases arising in the land or naval forces, or in the militia, when in actual service, in time of war or public danger; nor shall any person be subject for the same offense to be twice put in jeopardy of life or limb; nor shall be compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use without just compensation.

ARTICLE VI

In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the State and district wherein the crime shall have been committed, which districts shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with the witnesses against him; to have compulsory process for obtaining witnesses in his favor, and to have the assistance of counsel for his defense.

ARTICLE VII

In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury shall be otherwise re-examined in any court of the United States than according to the rules of the common law.

ARTICLE VIII

Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

ARTICLE IX

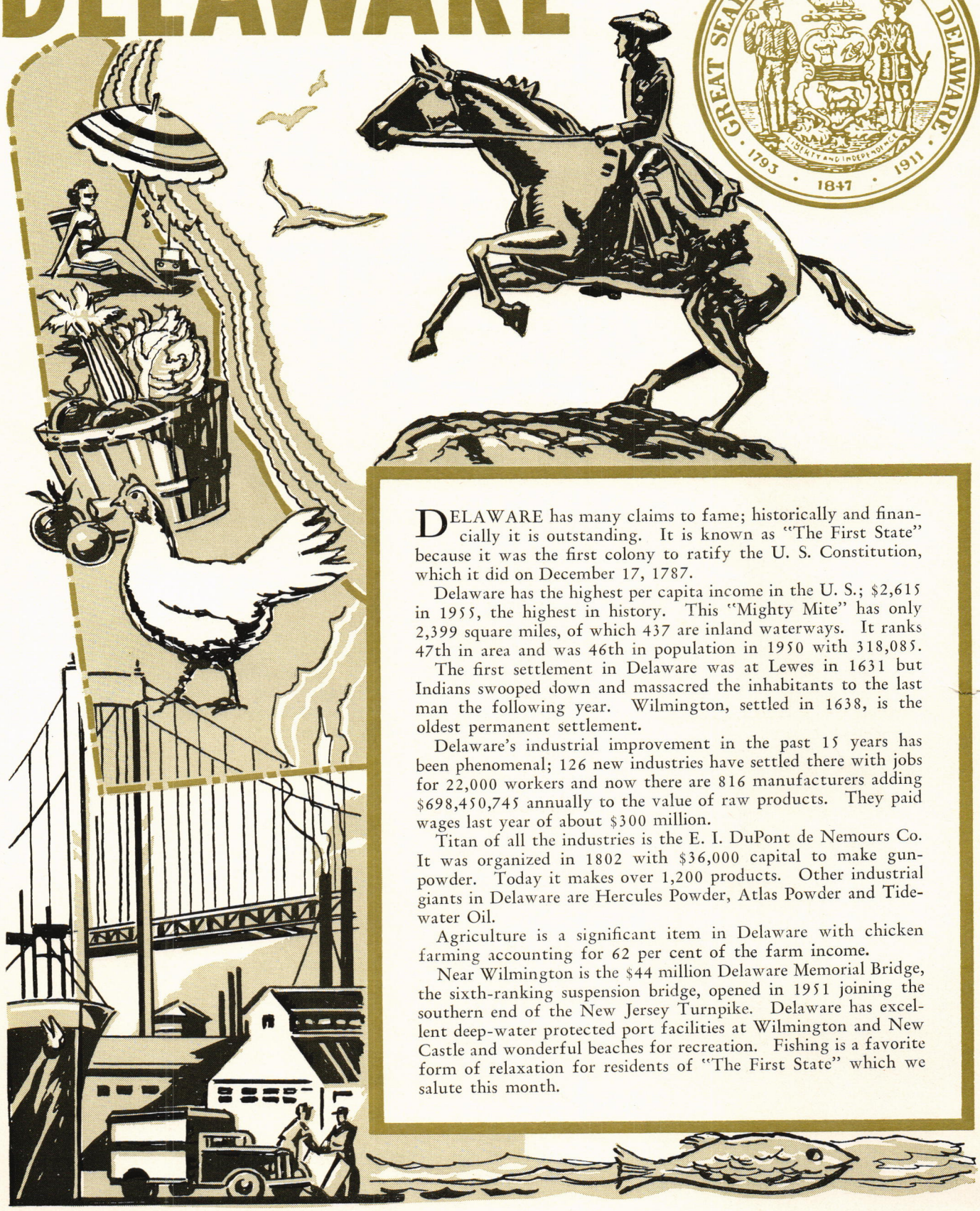
The enumeration in the Constitution of certain rights shall not be construed to deny or disparage others retained by the people.

ARTICLE X

The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

TEAMSTERS SALUTE . . .

DELAWARE



DELAWARE has many claims to fame; historically and financially it is outstanding. It is known as "The First State" because it was the first colony to ratify the U. S. Constitution, which it did on December 17, 1787.

Delaware has the highest per capita income in the U. S.; $2,615 in 1955, the highest in history. This "Mighty Mite" has only 2,399 square miles, of which 437 are inland waterways. It ranks 47th in area and was 46th in population in 1950 with 318,085.

The first settlement in Delaware was at Lewes in 1631 but Indians swooped down and massacred the inhabitants to the last man the following year. Wilmington, settled in 1638, is the oldest permanent settlement.

Delaware's industrial improvement in the past 15 years has been phenomenal; 126 new industries have settled there with jobs for 22,000 workers and now there are 816 manufacturers adding $698,450,745 annually to the value of raw products. They paid wages last year of about $300 million.

Titan of all the industries is the E. I. DuPont de Nemours Co. It was organized in 1802 with $36,000 capital to make gunpowder. Today it makes over 1,200 products. Other industrial giants in Delaware are Hercules Powder, Atlas Powder and Tidewater Oil.

Agriculture is a significant item in Delaware with chicken farming accounting for 62 per cent of the farm income.

Near Wilmington is the $44 million Delaware Memorial Bridge, the sixth-ranking suspension bridge, opened in 1951 joining the southern end of the New Jersey Turnpike. Delaware has excellent deep-water protected port facilities at Wilmington and New Castle and wonderful beaches for recreation. Fishing is a favorite form of relaxation for residents of "The First State" which we salute this month.

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THE INTERNATIONAL Teamster

DAVE BECK Editor

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

VOL. 54 **APRIL, 1957** **NO. 4**

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, $2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President DAVE BECK

The Anti-Labor Tide

THE drive to defeat legislation favorable to union labor and to pass restrictive laws, now at its height in Washington and in many states where so-called "right-to-work" legislation is being considered, has made considerable headway. But, ironically, one of the by-products of that propaganda drive is one which may assume proportions of which we, who practice the art of collective bargaining, will be most conscious.

That "by-product" is worsened labor relations—labor strife. The end result may well be, too, that the "by-product" will assume far greater importance to businessmen and workingmen than any of the goals which anti-labor forces currently seek. For if the net result of the present propaganda drive is to foist off labor strife on this country then the campaign may succeed in every particular without aiding business one iota.

Why do I make this statement?

Simply because I can sense a stiffening among working men and women not only among members of the International Brotherhood of Teamsters—but across the whole fabric of labor.

None are so blind—according to the old saw—as those who will not see. Anti-labor forces in this country proceed on the basis that working men and women cannot reason. That they cannot think. But these men and women of labor do reason and they do think. They know what is happening!

They recognize the creation of the kind of a propaganda climate necessary for the defeat of amendments to the Taft-Hartley Act which would modify some of the anti-labor provisions of that law.

As a matter of fact this particular objective has already been achieved. But other legislation more important than mere amendment of the Taft-Hartley Act is at stake.

The men and women of labor can see the propaganda mills grinding out material in favor of state "right-to-work" laws. In Maryland such a law was recently defeated by a relatively narrow margin but in Indiana the forces of reaction won a damaging victory. (See page 12.)

Working men know that labor's proposals to extend coverage of the Fair Labor Standards Act to millions of workers not now covered have been seriously watered down.

But balking passage of progressive and corrective legislation is but one phase of what is happening. Labor has read in an unfriendly press, statements by anti-labor Senators in which legislation further restricting activities of organized labor is predicted. These are only a few of the things that are happening in the anti-labor campaign; but the working men and women of organized labor understand very well.

They can understand the danger signals which Senator Patrick McNamara, of Michigan, and Senator Irving Ives, of New York, pointed out only recently in the course of the hearings of the Select Committee of the United States Senate investigating improper practices of labor and management. Senator McNamara warned of:

". . . legislation at the Federal level beyond any now existing . . . to become effective in the field of non-profit organizations, labor unions particularly . . . legislation that probably will be at least distasteful to the large majority of the 15 million members of organized labor."

To which I replied:

". . . I have too much respect, and far too much inborn conscious approval of the great institution of the United States Senate to feel that for one instant they would take advantage in the slightest degree of anything to impose upon labor or non-profit organizations anything based upon other than factual data developed after exhaustive hearings and after every opportunity for every person to be heard through the avenues of constitutional procedure. . . ."

Expressed Personal Hope

I so expressed my personal hope and conviction to Senator McNamara, a known friend of labor and a member of the labor movement himself. Yet, I cannot help but remember that the last great reverse suffered by organized labor was in 1947 when a hostile Congress pilloried John L. Lewis and the United Mine Workers of America to pass the Taft-Hartley Act over a President's veto.

Shortly after Senator McNamara's remarks and in the same vein Senator Ives asked me:

"Would you be in favor of the open shop?"

"If you wipe all these things out," he said, "you are going to come to the open shop. That may be the upshot. . . ."

It was but a brief aside but significant.

As to the work of the Senatorial Committee I wish to say this:

The average working man or woman is willing and anxious to do the right thing. He wants labor's house cleaned up wherever and whenever it needs cleaning. But he doesn't want the House of Labor burned down on the pretext of "cleaning it up real good."

You remember the story about the necessity Rome had of cleaning up Carthage. Well, the Romans cleaned up that situation too, and no one's had trouble with Carthage lately as a result.

We don't want that sort of a "cleaning up" in labor, but sadly enough this seems to be the result arising from the committee's work.

Actually the progress of the labor movement and the Teamsters' Union

in this country can best be measured by the lengths to which the anti-labor forces are willing to go to cut down the working man's gains.

They would chase us back to the 1900's when Samuel Gompers, that great labor leader, said: "The story of the hardships, the laborious toil, the sacrifices of those early days can never be told. We fought for each gain and with bare hands unaided carried off victories against the protest of a hostile world. In those days the movement was very poor, not respectable, unpopular. It cost something even to be associated with a labor organization."

And if Sam Gompers were alive today he could say it again!

At the turn of the century as Gompers wrote, there were problems facing labor that seemed insurmountable. But the working man fought, sometimes literally with his bare fists, to achieve his rights.

However, the slick propaganda devices of the anti-labor "scare-mill" obscure the effective use of such a yardstick as I have mentioned. Glimpses can be obtained of the size and scope of the anti-labor propaganda effort but seldom can all the devious subterfuges and undercover dodges be brought to light at once.

We see their hand exposed for a moment in Indiana where employees of the Federal Department of Agriculture are found lobbying for the passage of a "right-to-work" law. And also in Indiana we hear a boast of a "slush" fund of $360,000 to achieve the objective of repressing labor's rights. However, the measure which can best be used is to assess labor gains and see what it is that those who would cripple labor hope to stop.

Only a year ago a survey made for the International Brotherhood of Teamsters pointed out that from Labor Department figures it had been determined that the "average member of the Teamsters has increased his wages since December, 1952, by 29.8 cents an hour."

This same survey pointed out on the basis of United States Government official figures that the increase exceeds by 12.8 cents per hour the rise in straight-time average hourly earnings for all manufacturing workers during the period: December, 1952, when I took office, to August, 1955.

Increase Above Average

The wage rate increase of 29.8 cents per hour for Teamsters' Union members since December, 1952, stands out more clearly when contrasted with the average hourly increase received by other transportation employees in the same period. Hourly earnings of Class I railroad workers have risen an average of only 10-11 cents and hourly earnings of employees of local railways and buslines by 17 cents per hour.

The average Teamster now makes over $600 a year more in cash than he did in December, 1952, exclusive of overtime pay and fringe benefits, such as paid vacations and holidays, health and welfare plans and pensions, etc. The value to the individual Teamster Union member of his wage increases plus the fringe benefits won for him in this period amounts to close upon $1,200 a year on an annual basis.

In this period Federal Government figures show that 1 out of every 4 of the 1,400,000 members of the Teamsters' Union is now working shorter hours. That 3 out of every 5 of the nearly million and a half Team-

ster members are getting work or wage guarantees as a result of Teamster Union action. That 3 out of every 4 Teamsters now have new or improved health and welfare plans, that 3 out of every 10 have new or improved pension plans, that 1 of every 4 have additional paid holidays. In addition, 2 of every 3 Teamsters' locals have improved vacation plans.

This is what has been happening in the Teamsters' Union. And to a somewhat lesser degree similar progress has been made by the membership of other International Unions.

This is the main business of unions. To get better pay for their members. To improve their working conditions. To shorten the hours of work.

These are the things that the forces of anti-labor seek to take away from the workingman. That's what the present anti-labor drive is all about.

That's why a scare-campaign reaching into the very Congress of the United States itself is functioning to cleave union members away from their unions and thereby achieve a situation whereby a reactionary group of management can cut back on labor costs.

Look around you, those of you who have contacts with management in the area of labor relations. You'll find among the reactionary group of employers a new and different attitude. This group is flexing its muscles. They're willing to battle on any little point simply because they think the time is ripe for a fight with labor.

I do wish to say, thank God, that there are a very considerable group of employers, particularly within the trucking industry, who do not subscribe to such campaigns—who understand that an industry functioning with a satisfied and happy labor force is a more productive industry.

These men are enlightened. They are the employers—and I might say in justice that employers of this sort exist in all industries—who practice the American way.

But how long can these men and their businesses continue to survive if their competitors succeed in cutting costs at the expense of labor?

However, there is still another important factor:

Labor at the base level is closing ranks! The temper of labor is firming! And labor is readying itself—perhaps unknowingly and certainly on no planned basis—for the battle it may have to face.

Recognized by Rank and File

It may be necessary for labor to prove once again through its economic power that it cannot be repressed by its enemies. What is evident among the rank and file of labor is their recognition of this possibility.

This may mean that the men and women of organized labor, officials and membership alike, all of us, who are part of the great body of organized labor may have to once more become, in the words of Sam Gompers, ". . . not respectable, unpopular." It may cost us each as individuals as Gompers said, ". . . to be associated with a labor organization."

But such a struggle, if it comes, will not cost labor alone. The sad thing is that strife between the bad employer and labor will involve inevitably all the country, good management as well as bad.

The outline of such a gloomy picture is already present. Look around

you and see if this is not so. The firming process is well under way. It has been a spontaneous process, a reaction on the part of the rank and file of labor to a condition resulting from the anti-labor forces' own campaigns.

That is the situation which we face today. It is a situation which I deplore. And it is a situation deplored by the representatives of management who place themselves above hysteria and temporary gain.

We, in labor, must proceed firmly but with caution. We must not allow ourselves to be baited into hysterical outbursts which may lead to premature action. We should not allow ourselves to be tricked into hardening our hearts toward all management simply because the reactionary fringe of industry and capital are operating a "scare-mill" at our expense.

We must continue to carry out our main function—our principal function—perhaps our only really important function: the meeting with management at the collective bargaining table and there facing our problems.

It would be best if we could continue to bargain freely without continually peering over our shoulders at propaganda created monsters.

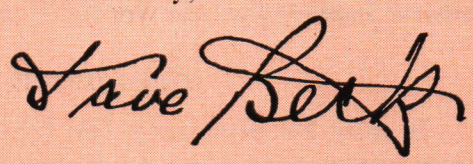
The Settlement Place

I would that this were so; for while policy in the labor field can be made in Washington and restrictive legislation be passed against labor in state legislatures and in the Congress it is on the negotiating line between capital and labor that the settlement must be made finally.

It is at the hundreds and thousands of collective bargaining sessions where labor meets management face to face that the problem will be thrashed out.

For that reason I hope that sound practice will be substituted for propaganda by all management for in this way gains could be made for labor and for all of the country—management included, and not merely benefits for just a relatively few reactionaries who seek at the expense of labor to return to the time of Gompers and beyond.

Fraternally,



President.



Straight from Florida's booming citrus farms, a truckload of fruit arrives at one of state's many processing plants.

3,000 ORGANIZED IN 4 CITRUS BELT ELECTIONS

OVER 3,000 citrus workers in Auburndale, Winter Haven, Lake Wales and Haines City, Fla., have selected the Teamsters Union as their bargaining agent. In the latter part of 1955, Thomas Owens, director of the National Produce Division, and J. W. Morgan, General Organizer (formerly Southern Conference Organizer), made an extensive survey of the citrus belt in Florida. A report of his findings was then given to the Southern Conference and the International Union.

At that time there were three local unions chartered under Federal Charters. In the early part of 1956 the Federal Chartered Locals voted to affiliate with the International Brotherhood of Teamsters. The companies with whom the local unions had bargaining rights at that time refused to recognize the Teamsters and thereby forced the Union to go through N.L.R.B. hearings and elections.

The Southern Conference of Teamsters assigned R. B. Bunch and George R. Suttle, two of its best organizers, full time to the citrus belt. They worked with the local organizers, Mrs. Odessa Pollard, Cecil Beasley and David Wingate, most of the year 1956, signing the employees and filing petitions for elections. At the time of filing the petitions for elections the Brewery Workers began intervening. They began a smear campaign against the Teamsters Union that was second to none. They were on the radio five days a week blasting the Teamsters Union, misquoting the International Constitution and contracts the Teamsters held with other companies, and using every other means of false propaganda. The major portion of the Brewery Workers campaign was devoted to criticizing the Teamsters Union, and seldom, if ever, did they indicate what the workers needed and what could be and would be done for them.

The companies gave the Brewery Workers' organizers the privilege of going into the plants and talking with the workers while they were on their jobs and had their supervisors encourage the people to vote for the Brewery Workers Union.

The Teamsters organizers were never permitted to enter the plants and on several occasions attempts were made to remove the organizers from the gates of the plants while they were hand-billing the employees as they were entering and leaving the plants. The Teamsters organized the workers the hard way by personal contact with the employees at their homes after they had finished work, and by meeting with them in small groups whenever possible.

The Board ordered the first election on October 3, 1956, at Stokely-Bordo, Haines City, Fla. The Teamsters received 21 votes, the Brewery Workers two votes, and the Company three votes.

The next election was ordered at Snively Groves, Inc. on January 3, 1957, and on the 26th day of December, 1956, the Southern Conference assigned its entire organizing staff to the citrus belt in Florida and several local unions sent local representatives to the citrus belt to assist in the organizing program.

OPPONENTS WITHDREW

The Brewery Workers Union withdrew from the ballot at Snively just prior to the election and campaigned for the company and asked the people to vote for the Company. After this election was lost a charge was filed with the Board for intimidation, coercion, etc., by management.

The organizers were then sent to Lake Wales to work with the workers of Florida Citrus Canners and Lake Wales Citrus Growers. The election at this plant was ordered for January 28, 1957, and the Teamsters Union received 523 votes; the Brewery Workers 23 votes; and the Company 108 votes.

The organizers were then sent to Auburndale to work with Minute Maid and Adams Packing Company

(*Continued on page 17*)

THESE

Congress of the United States,

begun and held at the City of New York, on
Wednesday the Fourth of March, one thousand seven hundred and eighty nine.

THE Conventions of a number of the States, having at the time of their adopting the Constitution, expressed a desire, in order to prevent misconstruction or abuse of its powers, that further declaratory and restrictive clauses should be added: And as extending the ground of public confidence in the Government, will best ensure the beneficent ends of its institution.

RESOLVED by the Senate and House of Representatives of the United States of America, in Congress assembled, two thirds of both Houses concurring, that the following Articles be proposed to the Legislatures of the several States, as amendments to the Constitution of the United States, all or any of which Articles, when ratified by three fourths of the said Legislatures, to be valid to all intents and purposes, as part of the said Constitution, viz.

ARTICLES in addition to, and amendment of the Constitution of the United States of America, proposed by Congress, and ratified by the Legislatures of the several States, pursuant to the fifth Article of the original Constitution.

Article the first. After the first enumeration required by the first Article of the Constitution, there shall be one Representative for every thirty thousand, until the number shall amount to one hundred, after which, the proportion shall be so regulated by Congress, that there shall be not less than one hundred Representatives, nor less than one Representative for every forty thousand persons, until the number of Representatives shall amount to two hundred, after which, the proportion shall be so regulated by Congress, that there shall not be less than two hundred Representatives, nor more than one Representative for every fifty thousand persons.

Article the second. No law, varying the compensation for the services of the Senators and Representatives, shall take effect, until an election of Representatives shall have intervened.

Article the third. Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof, or abridging the freedom of speech, or of the press, or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

Article the fourth. A well regulated militia, being necessary to the security of a free State, the right of the people to keep and bear arms, shall not be infringed.

Article the fifth. No Soldier shall, in time of peace be quartered in any house, without the consent of the owner, nor in time of war, but in a manner to be prescribed by law.

Article the sixth. The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue, but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

Article the seventh. No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a Grand jury, except in cases arising in the land or naval forces, or in the Militia, when in actual service in time of War or public danger, nor shall any person be subject for the same offence to be twice put in jeopardy of life or limb, nor shall be compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, without just compensation.

Article the eighth. In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the State and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with the witnesses against him; to have compulsory process for obtaining witnesses in his favor, and to have the assistance of counsel for his defence.

Article the ninth. In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury, shall be otherwise re-examined in any Court of the United States, than according to the rules of the common law.

Article the tenth. Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

Article the eleventh. The enumeration in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.

Article the twelfth. The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

ATTEST,

Frederick Augustus Muhlenberg Speaker of the House of Representatives.

John Adams Vice President of the United States, and President of the Senate.

John Beckley Clerk of the House of Representatives.

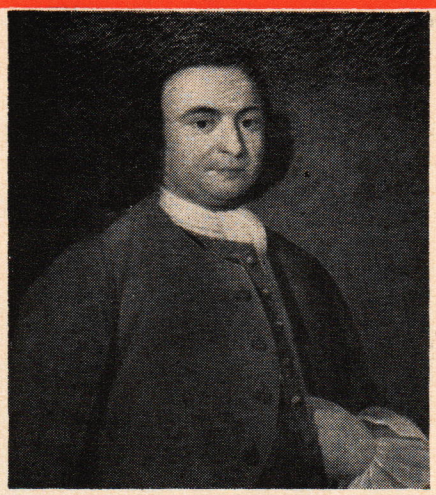
Sam.A. Otis Secretary of the Senate.

RIGHTS BELONG TO ALL THE PEOPLE

THE Bill of Rights in the American Constitution is one of the great charters of human liberty. The guarantees of these rights are incorporated in the first ten amendments to the Constitution.

These guarantees did not come quickly or easily. They did not spring from the pen of a single author, but have their origins centuries ago, almost as far back as Anglo-Saxons have stood up for individual liberty. Certain historic benchmarks can be noted in the long history of man's struggle for individual liberty.

Such a benchmark was April 1789, just 168 years ago this month. In that month the nation through its electors named its first President, George Washington. In that month President Washington in his inaugural address drew to the attention of the Congress the need for some declaration or incorporation within the Constitution of a list of rights guaranteed. And in that month the Congress first met under the new Constitution and began the long and difficult task which led toward the drafting, adopting and ultimate ratification of the Bill of Rights—a task which was not to end until the state of Virginia approved the amendments in November 1791.



George Mason who was virtually the author of the Bill of Rights. He worked very closely with Thomas Jefferson on project.

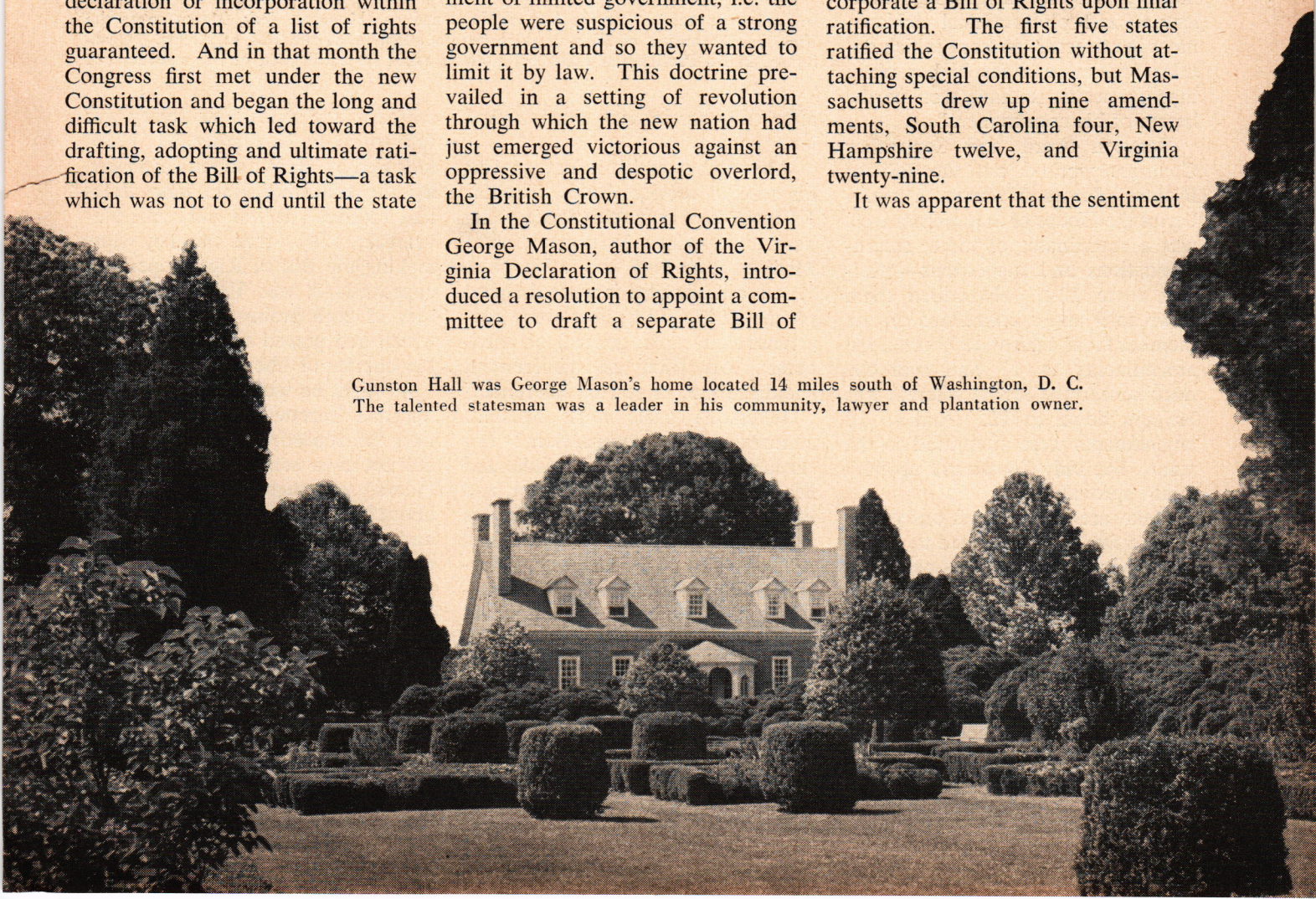
When the Constitution was adopted, it did not have in it a Bill of Rights. The Constitution as it was originally adopted was a document of limited government, i.e. the people were suspicious of a strong government and so they wanted to limit it by law. This doctrine prevailed in a setting of revolution through which the new nation had just emerged victorious against an oppressive and despotic overlord, the British Crown.

In the Constitutional Convention George Mason, author of the Virginia Declaration of Rights, introduced a resolution to appoint a committee to draft a separate Bill of Rights. He was voted down 10-0 on the grounds that the various states already had their own bills of rights and a Federal one was unnecessary. Thus the Constitution of the United States was submitted to the states for ratification *without* a Bill of Rights.

The Americans were skeptical of a Federal document which did not have the rights of the individual spelled out. They were not convinced that, as the opponents of written guarantees had said, the rights of man should be developed through the evolution of a continuous growing body of constitutional law. This was an argument for a theory which they did not accept or understand.

So anxious were the leaders of the day to secure ratification of the Constitution that they promised to incorporate a Bill of Rights upon final ratification. The first five states ratified the Constitution without attaching special conditions, but Massachusetts drew up nine amendments, South Carolina four, New Hampshire twelve, and Virginia twenty-nine.

It was apparent that the sentiment



Gunston Hall was George Mason's home located 14 miles south of Washington, D. C. The talented statesman was a leader in his community, lawyer and plantation owner.

of the citizens was for a series of guarantees or declarations. The Constitution won the necessary number of ratifications when Virginia voted in favor of acceptance June 25, 1788. The new Congress was to meet the following April, 1789.

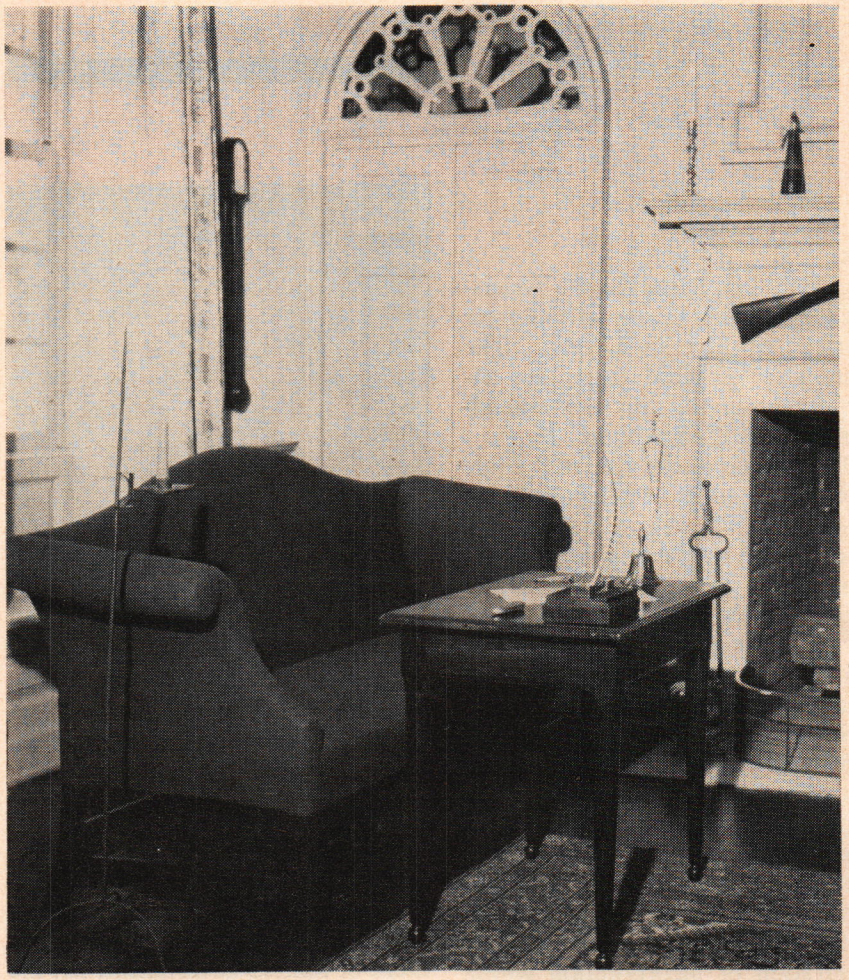
Three Virginia leaders were key figures in the Bill of Rights chapter of our constitutional history—Thomas Jefferson, George Mason and James Madison. Jefferson was the great philosopher of the Revolution and had been a guiding light and legal and political thinker and leader both in Virginia and in the Colonies.

George Mason was a member of the Virginia Constitutional Convention and drafted its Declaration of Rights and most of the Virginia Constitution. He is credited with being the immediate direct source of the Bill of Rights as we know it today.

Some will dispute Mason's claim to fame and call him "only a mouthpiece of Jefferson" who, incidentally, was abroad as Minister to France during this critical period 1785-1789. One writer says of Mason, however, "Authorship of these documents represents an imposing intellectual and philosophical achievement in statecraft and one which entitles Mason to a far higher place than he seems to have won in the hearts of his countrymen."

Between April and September Congress worked out the Bill of Rights. James Madison, a member of the House of Representatives, was a coordinator of ideas, recommendations and suggestions—totalling some 124. He edited them down to 9 and a committee of one member from each state boosted the amendments to 17 and sent the document to the Senate where it was brought down to 12. And so 12 amendments were submitted to the states, but only 10 wound up with final approval.

Delaware had rejected one of the 12 and five states declined to accept the other. One of the rejected amendments would have set a ratio of representation in the House of Representatives and the other rejected amendment provided that no law varying the pay for members of Congress could take effect until after a congressional election had intervened.



In such unimpressive surroundings as these and on this small desk, Mason wrote the Virginia Declaration of Rights, which led to adoption of the Bill of Rights. Washington, in his Presidential inaugural address, asked for ratification of the amendments.

Although occupied in France with his foreign service duties, Thomas Jefferson kept correspondence going back to America. Writing to James Madison from Paris in 1787 he said, ". . . a bill of rights is what the people are entitled to against every government on earth, general or particular; and what no government should refuse, or rest on inference."

Jefferson's basic work, Mason's contribution to constitutional law through his work in Virginia and Madison's skill as coordinator and editor resulted in the Bill of Rights as we know it today. Mason had drafted 14 of 16 clauses with Jefferson of the Virginia Declaration—which, by the way, was adopted *before* the main body of rights or the formal Constitution of Virginia was approved.

When the Bill of Rights was submitted to the states New Jersey was first to ratify November 20, 1789, followed by Maryland ten days later. By the following June nine states had ratified. It was not until November, 1791, that the key state making the Bill of Rights operative approved—it was Virginia, repository of both brains and documents which had played so great a role in the charter of liberties.

It might be worth noting that the Virginia Gazette & General Advertiser in reporting legislative news did not even mention ratification as "news" although it carried items about laws governing shooting crows and squirrels. Perhaps the Gazette did not notice, but adoption by Virginia set in motion a force for liberty which has been kept in dynamic motion since that day 165 years ago.

This, then, is how the Bill of Rights was incorporated into the American Constitution. On what

those rights were based is another story, going back literally centuries into man's early struggles to safeguard his individual liberties. The story is too long to outline in detail, but some of the antecedents should be noted.

The doctrine of limited power goes back to King John when in 1215 the English barons at Runnymede forced the sovereign to sign the Magna Carta. This document recognized that the King's power had certain limits and that this power could be exercised only according to law. Centuries of struggle ensued in England until in 1689 a "Bill of Rights" was adopted after the "Glorious Revolution" of 1688 when the English kicked James II out and installed William of Orange who was forced to approve a Bill of Rights guaranteeing a long list of parliamentary rights and powers and rights of the people against the crown.

OWN PHILOSOPHERS

The American Colonies produced their own legal philosophers and thinkers, influenced by the English and French, but courageously forward in their own expositions, men like James Otis who rebelled against taxation without representation and Patrick Henry, denouncer of the British Crown, John Dickinson, exponent of constitutional supremacy.

The ten amendments constituting the Bill of Rights fall into four general groups:

GROUP I — The First Amendment guaranteeing freedom of speech, religion, press and assembly is a restatement of the Jeffersonian idea of an open or free society. Most of these rights were founded on sound experience of the colonists themselves. The freedom of religion was one which was slow in develop-

(Continued on page 30)

Senator Duff Explains Purpose of Fifth Amendment

The following statement, made by James H. Duff, personal counsel to General President Dave Beck, expresses in simple, layman's language the meaning, origin and necessity for the Fifth Amendment:

In America everyone hailed before our courts is presumed innocent until proven guilty. Furthermore, his guilt must be proved by others—not by himself. That is the purpose of the Fifth Amendment.

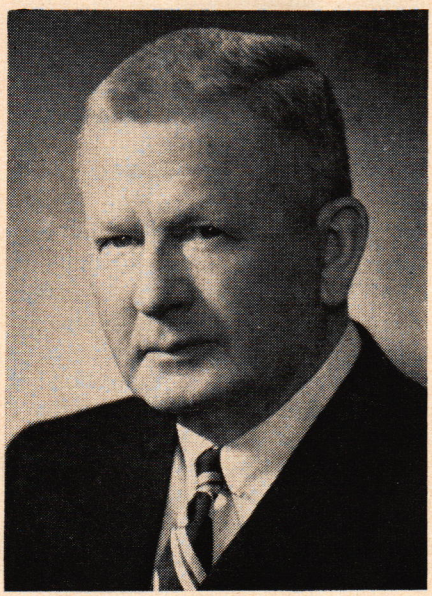
In the olden days if a man was accused of crime, he was put to the torture until he was so greatly in pain that to relieve himself from torture, he would agree to everything his torturers wanted him to say.

Our forefathers had knowledge of this practice and when it came to adopting our Constitution and the Bill of Rights, they determined that the horrible idea of torture just described should not prevail in our new country.

Therefore, they provided, in the Fifth Amendment of the Bill of Rights, that no one should be compelled to be a witness against himself.

In a hearing before a Congressional Committee, if a witness is asked a question that in a later criminal case could be used against him, he is prejudiced in planning and preparing his defense.

In a Congressional hearing the witness does not necessarily have the privilege of cross-examination and the witness is frequently subjected to criticism and accusation not permitted in a court of law. These comments and accusations are carried by newspapers, press associations, radio and television networks into every corner of the land. The result is that prejudice is often created in the minds of jurors even before they step into the jury box.



Senator Duff

In the old days when the public became inflamed in the area where the accused lived, he could secure from the court a change of venue. That is, he could have his case transferred into another county where prejudice had not already been created against him.

Today there can be no such unprejudiced community because radio, television and newspapers of wide circulation make the information known everywhere and thus prejudice may be created *everywhere*.

It is, therefore, all the more imperative that no pretrial prejudice be created *anywhere*. Consequently, the Fifth Amendment which protects a witness from being compelled to testify against himself, is vital and necessary to afford a later unprejudiced trial.

If a witness before a Congressional committee is held up to contempt by the Committee for claiming his rights under the Fifth Amendment—which is the right and privilege of every American citizen—then to the degree of their having raised prejudice against the witness, his rights under the Amendment are seriously impaired and in extreme cases could even be destroyed.

The self incrimination clause of the Fifth Amendment naturally leads to the very next clause in the same Amendment — the due process clause. This clause of the Fifth Amendment simply means *fair play* —in procedure and in substance.

It is obvious why the founding fathers linked the two clauses in the same amendment, for the protection of the innocent as well as the guilty.

The Fifth Amendment is for the protection of the innocent as well as the guilty.

Workers To Feel Wrath of Union Busters Since Legislature, Governor Harkened To Anti-Labor Propaganda

INDIANA PASSES "RIGHT TO WORK" LEGISLATION

INDIANA has the dubious "honor" of being the eighteenth state to enact a so-called "right-to-work" statute — and the first industrial state in the United States to pass this restrictive type of legislation.

The law passed the final hurdle in the state legislature last month and becomes a law without the signature of Governor Harold Handley.

This law will become effective when the last one of the 92 county clerks returns signed receipts for the printed "Acts of the Legislature" adopted at the 1957 session. This will probably be sometime this summer or early fall.

CHILLED LABOR

The action of the Indiana legislature has sent a chill through the entire organized labor movement and has given new hope to the anti-labor forces who hope to see other legislatures take favorable action on the "right-to-wreck" type of law during the current sessions. All but three of the nation's state legislatures are in session this spring.

Organized labor generally is asking these questions about the new Indiana law:

What are its provisions?

How did it happen?

Where do we go from here?

The new law nullifies the union shop which may be made or extended after the effective date of the statute. For violations of the statute the offender may be fined and jailed. The law also has provisions which make it possible for anyone aggrieved under the law to sue for damages. He may file against the employer or the union which violated the new Indiana law.

The Hoosier law is patterned after many other so-called right-to-work laws of the country and sets forth in Section one what it declares to be public policy of the state:

"It is hereby declared to be the public policy of the State of Indiana that membership or non-membership in a labor organization should not be made a condition to the right to work or become an employee of or to continue in that employment of any employer; that employees should have the right of self-organization and the right to form, join, continue membership in, or assist labor organizations; and that employees should equally have the right to refrain from forming, joining, continuing membership in, or assisting labor organizations. The aforesaid rights of employees and each and all of them are fundamental and essential rights and any agreement between employers and labor organizations which makes membership or the maintenance thereof, or non-membership, in a labor organization a condition of employment, any denial, severance or interruption of employment, because of such membership or non-membership are violations of said rights and are against the public policy of the State of Indiana."

After setting forth certain definitions the act then describes acts which it says are misdemeanors under the statute. These are the usual acts found in right-to-work laws. Not only does it include these usual acts such as soliciting or entering into agreements which encourage the discharge or exclusion of persons pursuant to a union shop contract, but it also has penalty clauses. These clauses set forth fines and jail sentences and also give the aggrieved the right to sue for damages.

How did it happen? In last month's INTERNATIONAL TEAMSTER a review was published which set forth the pattern of passage of the right-to-work law in Florida. This magazine said that the pattern is being followed in other states—and this was certainly true in Indiana.

Several factors conspired against labor to achieve passage of the questionable act. An Indiana "Right-to-Work" Committee was set up and made a strong bid for funds to enable the committee to propagandize the state on the alleged need for such a restrictive measure. The committee appealed to the public for a $360,000 war chest—and with all the anti-labor forces there are in Indiana, a hefty response was given.

Although Indiana is an industrial state, it has strong areas of rural influence and in the past these areas have been strongly for right-to-work legislation.

BACKED BY PRESS

The partisanship of the farming areas to this new and restrictive legislation was matched by the newspaper support given the measure. One observer reported that the Indianapolis newspapers, in the capital city where the General Assembly met, were virtually 100 per cent for the law. In one week, reports this observer, four antilabor cartoons and 21 stories lambasting labor appeared.

The highly charged emotional atmosphere of the legislature was made practically explosive by an incident in the southern part of the state near Princeton, Ind. In a labor dispute in that section an infant was hit by a bullet fired in an altercation—no one knows yet whether this was a grudge situation having nothing to do with labor, whether it was a "plant" by employers or whether it was a supercharged

labor situation. Whatever the cause the incident was blown up and made the emotional basis of a heartrending appeal for the legislation. Until this incident happened, the law was virtually beaten.

The incident, inflamed as it was, is said to have been responsible for switches in the Senate leading to passage and also to action by the governor in refusing to veto the bill.

Governor Handley in appraising the Indiana bill said that it "does not accomplish the purpose for which it is intended and is not consistent with the stand of most Hoosiers that there should be only a bare minimum of government interference in labor - management relations."

The governor ducked, however, and let the bill become law without his signature on the grounds that regulatory legislation "is the responsibility of the legislature." Handley had promised numerous labor people that he would veto a right-to-work law while he was campaigning for election. He won a wide measure of support on the grounds that he would be a barrier between any restrictive measure by the legislature and final enactment.

Indiana labor was shocked and stunned and demonstrated at the state Capitol, hoping to persuade the governor to veto the bill—as he had said he would in his campaign promises. The demonstration was vocal, but not unruly or vicious as some of the press indicated.

The law had passed the House of Representatives of the Indiana General Assembly by a big margin, 54-22. In the Senate a switch of a couple of votes enabled the anti-labor forces to win by the close vote of 27 to 23.

Here is how the two political parties lined up:
—in the House 51 Republicans for the bill and 22 against it; 3 Democrats for the bill and 20 against it;
—in the Senate 25 Republicans for the bill and 8 against it; 2 Democrats for the bill and 15 against it.

Not only was their topheavy support given by the Republicans, but two "New Republicans" masterminded the fight—House Speaker George Diener and Lieutenant Governor Crawford Parker.

(Continued on page 30)

The Chicago Federationist Comments

There's been a lot of self-satisfied, "holier than thou" posing about this business of ethics in the labor movement. No one can object to the proposition that union officers should have high standards of conduct where labor's finances or welfare funds are involved.

The ethical practices code adopted by the AFL-CIO executive council speaks out against racketeers, crooks, Communists and Fascists, opposes kickbacks from employers and financial interest by union officials in firms with which the union negotiates and sets up standards for operation of health and welfare funds.

We hope that business executives, politicians, bankers, and the insurance industry will soon set up similar codes of conduct in their organizations.

Both before and since the adoption of this code, certain trade union spokesmen pointed to themselves as pious examples of rectitude and pointed the finger of scorn at other trade unionists, with some cynics alleging that all of this posing makes good headlines.

Our question is this: Does the concept of ethics in the labor movement end with financial problems? Are we to forget all other traditions of the labor movement as long as an organization can show a clean balance sheet or issue self-serving statements against sin?

Those of us with any memory of labor history at all remember that the worst epithet you could toss at a trade union member was "scab" and the most distasteful description of a union representative was to apply the term "sell-out" to his activities.

If we look behind the headlines about dollars and cents what do we find? The National Maritime Union, an AFL-CIO affiliate, is distributing a pamphlet titled "Sellout on the waterfront," directed against the AFL-CIO Seafarers International Union, the Marine Engineers Beneficial Association and the National Organization of Masters, Mates and Pilots. The National Maritime Union, which is headed by Joseph Curran, a member of the AFL-CIO Ethical Practices Committee, accuses the Seafarers and others of "a record of irresponsible bargain-basement unionism."

Is it an "ethical practice" to level public charges of this type at another AFL-CIO affiliate?

Then, the International Union of Electrical Workers, which got a lot of publicity with its own "ethical practices" code before the AFL-CIO executive council meeting, is now being sued for $1 million damages each by two AFL-CIO unions. The charge: libel. The IUE said the two organizations engaged in underhanded practices with employers. One of the unions attacked by the IUE is the International Association of Machinists. And the head of the Machinists is the highly respected Al Hayes, who is chairman of the AFL-CIO Ethical Practices Committee. So we have the spectacle of two unions in the courts suing another for libel.

Shall the ethical practices code be confined to dollars and cents matters? Isn't the reputation of a union valuable to the members, the officers and the community? Does it help labor's public relations when attacks by one union against another bring our movement into the courts?

These are serious matters. Let our ethical practices cover our traditional fraternalism as well as the handling of funds. The hard road to genuine labor unity is studded with enough obstacles already.

The Gallup poll tells us that organized labor's popularity is at a 21-year peak. Let us accentuate the positive. The newly built united "house of labor" will crash unless we stop undermining the standing of each of the unions which make up the AFL-CIO.

Reprinted from *The Chicago Federationist.*



Building Trades In Conference

Attendance Records Broken As Housing And Legislation Get Attention From More Than 2,700 at Third Annual Meet

A NEW record in attendance marked the Third Annual National Legislative Conference of the Building & Construction Trades (AFL-CIO) which took place in Washington, D. C. last month. More than 2700 delegates from all parts of the United States were registered when the gavel fell March 11 for the opening program.

During the four days of the annual conferences the delegates:

1. Heard Senators and Representatives from both the Democratic and Republican parties discuss various aspects of pending legislation affecting the building trades unions.
2. Heard Administration spokesmen discuss probable recommendations on Taft-Hartley revision.
3. Visited Capitol Hill to call upon members of Congress to discuss legislation and ascertain their political position on legislation.
4. Made reports in a final general session on congressional positions as a result of these visits.

Among those addressing the delegates were several who had been identified as friends of the Teamsters on the legislative front. Among the Democrats who spoke to the delegates were Senators John Sparkman, Ala., Pat McNamara, Mich., Congressmen Frank Thompson (N. J.), Congressman John Fogarty (R. I.) and John A. Blatnik (Minn.).

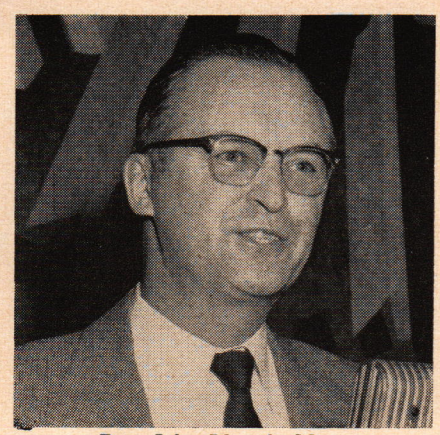
Republicans who addressed the session included Senator Thomas H. Kuchel (Calif.); Congressmen Samuel McConnell (Pa.); William Bray (Ind.); and Russell Mack (Wash.).

One of the highlights of the two general sessions held on the opening and closing days of the four-day meeting was a discussion of the agreement made by a joint labor-management committee on revision of the Taft-Hartley Act. This committee had met as a joint group to advise the Secretary of Labor on areas of agreement between unions and management.

Three points of agreement were developed—Revision should be made legalizing pre-hire contracts between contractors and building trade unions—An amendment should be made which would validate jointly administered funds—A change should be made in the Act to make "employer" mean "group of employers" where several have joined together for purposes of collective bargaining.

The committee which drew up these three points included four from labor and four from the construction industry. Labor representatives were Richard Gray, president of Building & Construction Trades Department; Maurice Hutcheson, president of the Carpenters; Peter Schoemann, president of the Plumbers & Pipefitters, and John Lyons, president of the Iron Workers.

Construction members included Frank Rooney, president of the Associated General Contractors; Charles Haxby, president of the



Rep. John Blatnik, Minn.



Rep. Russell Mack, Wash.



Sen. Pat McNamara, Mich.

National Constructors Association; Paul Geary, executive vice president, National Electrical Contractors Association and Rodney Lockwood, past president, National Association of Home Builders.

NOT FAR ENOUGH

After the proposed points of agreement were cited to the delegates, there was considerable question as to what they meant and how far did they go toward satisfying the building trades unions. That they did not go far enough was apparent, but what precisely they meant was the subject of a discussion by Louis Sherman, counsel for the International Brotherhood of Electrical Workers.

Approval of pre-hire contracts will be a long step toward bringing into operation from a legal viewpoint a practice which has been traditional in the construction business, Sherman said. Commenting on this recommendation, the attorney said that " . . . it is also anticipated that such enactment will also give the building trades unions the advantages which may result from Board certification. These include:

(a) Employers will be placed under a legal duty to recognize and bargain with a certified union;

(b) Rival unions will not be able to seek recognition from an employer bound by such certification;

(c) A jurisdictional strike, otherwise illegal, may become legal if it is in support of a certification.

CONCESSION BY LABOR

Agreement to make "employer" mean a "group of employers" was a concession by labor to management. This change would eliminate any legal question on an association-wide lockout.

Under the amendment validating joint funds expenditures would permit employers and unions to join in spending money for such things as joint apprenticeship programs. Under the present law there is what was described as a "cloud" over the growing number of jointly administered apprenticeship programs. Under Section 302 of Taft-Hartley no funds may be paid by an employer to a union except under carefully spelled out exceptions—and apprenticeship training programs are not in the exceptions.

The three-point program of the joint employer-labor committee is not the only legislative aim of the building trades, however. Efforts will be made to broaden the Davis-Bacon law to apply to construction above $2,000 if it is Federally assisted. Representative John Fogarty (Dem., R. I.) one of the speakers at the conference has already introduced a bill in the House with this provision. This bill was explained in detail by Charles Donahue, research director of the United Association of Plumbers & Pipefitters. Enforcement of application of prevailing wage rules under the Act as amended would be up to the Secretary of Labor.

SCHOOL AID DISCUSSED

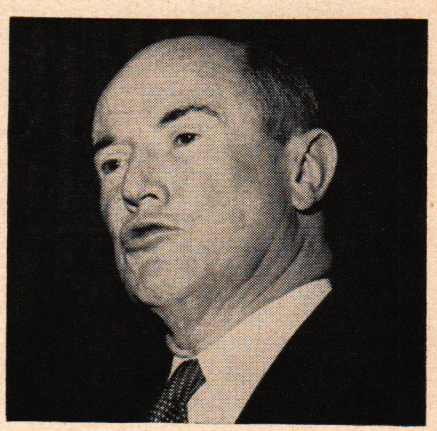
Federal aid for school construction, another building trades objective, was discussed by several speakers. Congressman McConnell, ranking Republican member of the



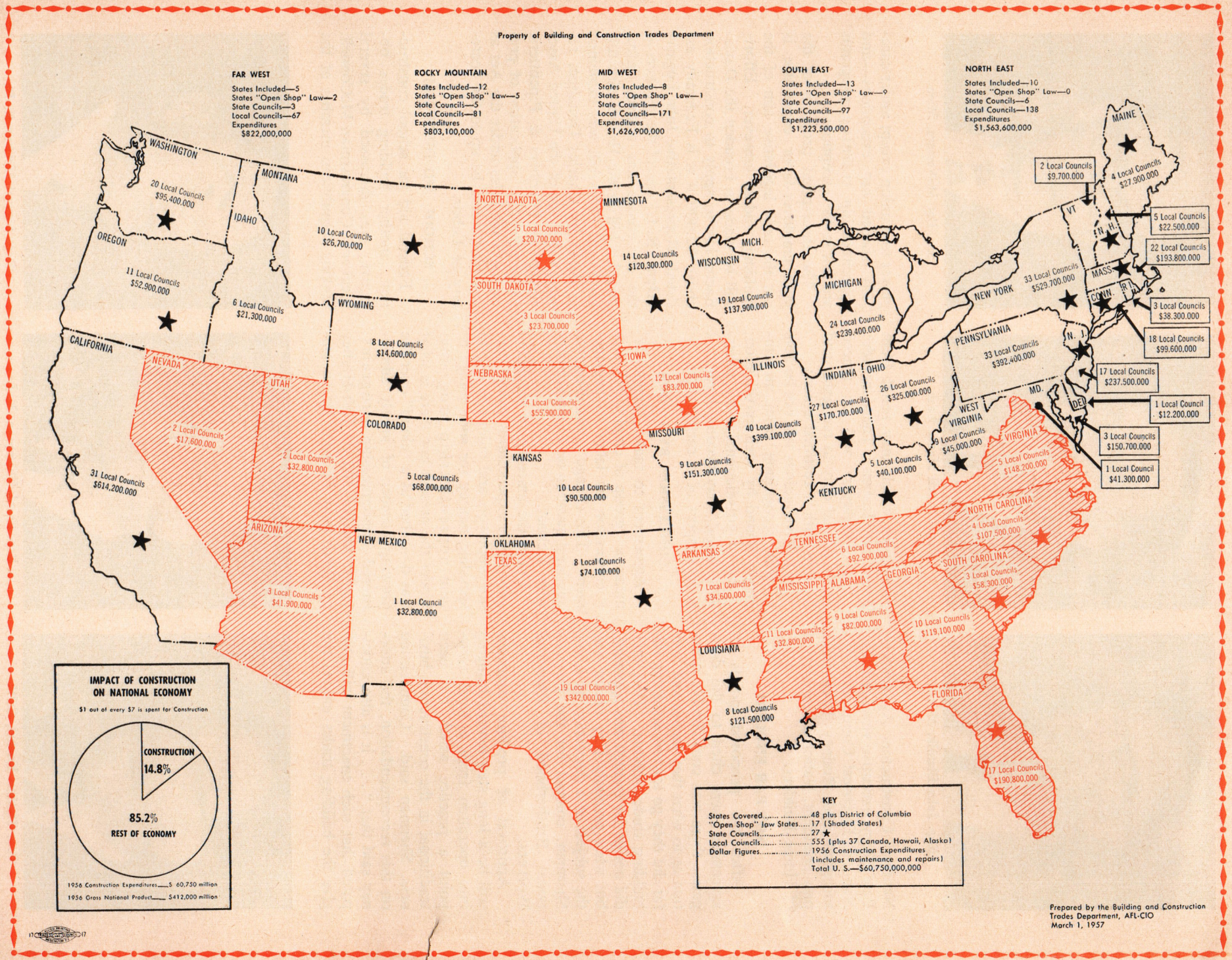
Sen. Thomas Kuchel, Calif.

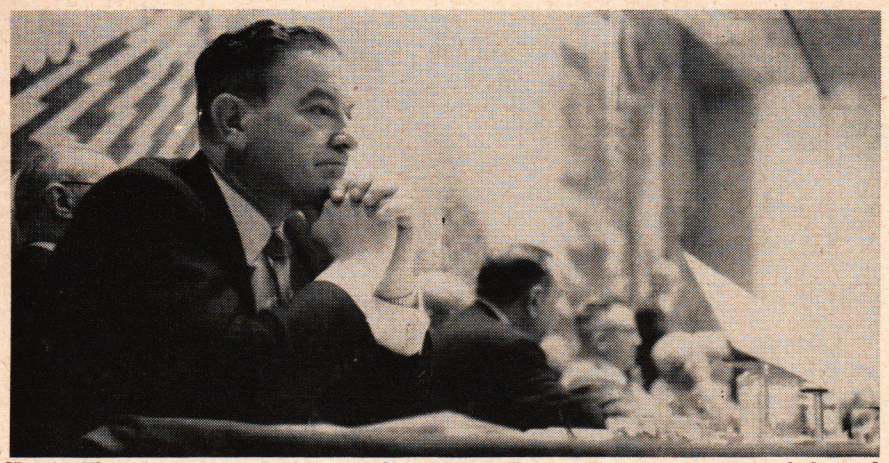


Rep. Frank Thompson, N. J.



Rep. Samuel McConnell, Pa.


Property of Building and Construction Trades Department
FAR WEST
States Included—5
States "Open Shop" Law—2
State Councils—3
Local Councils—67
Expenditures
$822,000,000
ROCKY MOUNTAIN
States Included—12
States "Open Shop" Law—5
State Councils—5
Local Councils—81
Expenditures
$803,100,000
MID WEST
States Included—8
States "Open Shop" Law—1
State Councils—6
Local Councils—171
Expenditures
$1,626,900,000
SOUTH EAST
States Included—13
States "Open Shop" Law—9
State Councils—7
Local Councils—97
Expenditures
$1,223,500,000
NORTH EAST
States Included—10
States "Open Shop" Law—0
State Councils—6
Local Councils—138
Expenditures
$1,563,600,000
WASHINGTON
20 Local Councils $95,400,000
OREGON
11 Local Councils $52,900,000
CALIFORNIA
31 Local Councils $614,200,000
IDAHO
6 Local Councils $21,300,000
MONTANA
10 Local Councils $26,700,000
WYOMING
8 Local Councils $14,600,000
NEVADA
2 Local Councils $17,600,000
UTAH
2 Local Councils $32,800,000
ARIZONA
3 Local Councils $41,900,000
COLORADO
5 Local Councils $68,000,000
NEW MEXICO
1 Local Council $32,800,000
NORTH DAKOTA
5 Local Councils $20,700,000
SOUTH DAKOTA
3 Local Councils $23,700,000
NEBRASKA
4 Local Councils $55,900,000
KANSAS
10 Local Councils $90,500,000
OKLAHOMA
8 Local Councils $74,100,000
TEXAS
19 Local Councils $342,000,000
MINNESOTA
14 Local Councils $120,300,000
IOWA
12 Local Councils $83,200,000
MISSOURI
9 Local Councils $151,300,000
ARKANSAS
7 Local Councils $34,600,000
LOUISIANA
8 Local Councils $121,500,000
WISCONSIN
19 Local Councils $137,900,000
ILLINOIS
40 Local Councils $399,100,000
MICH.
MICHIGAN
24 Local Councils $239,400,000
INDIANA
27 Local Councils $170,700,000
OHIO
26 Local Councils $325,000,000
KENTUCKY
5 Local Councils $40,100,000
TENNESSEE
6 Local Councils $92,900,000
MISSISSIPPI
11 Local Councils $32,800,000
ALABAMA
9 Local Councils $82,000,000
GEORGIA
10 Local Councils $119,100,000
FLORIDA
17 Local Councils $190,800,000
SOUTH CAROLINA
3 Local Councils $58,300,000
NORTH CAROLINA
4 Local Councils $107,500,000
VIRGINIA
5 Local Councils $148,200,000
WEST VIRGINIA
9 Local Councils $45,000,000
PENNSYLVANIA
33 Local Councils $392,400,000
NEW YORK
33 Local Councils $529,700,000
MD.
DEL.
N. J.
CONN.
R.I.
MASS.
VT
N. H.
MAINE
2 Local Councils $9,700,000
4 Local Councils $27,900,000
5 Local Councils $22,500,000
22 Local Councils $193,800,000
3 Local Councils $38,300,000
18 Local Councils $99,600,000
17 Local Councils $237,500,000
1 Local Council $12,200,000
3 Local Councils $150,700,000
1 Local Council $41,300,000
IMPACT OF CONSTRUCTION ON NATIONAL ECONOMY
$1 out of every $7 is spent for Construction
CONSTRUCTION 14.8%
85.2% REST OF ECONOMY
1956 Construction Expenditures — $ 60,750 million
1956 Gross National Product — $412,000 million
KEY
States Covered 48 plus District of Columbia
"Open Shop" Jaw States 17 (Shaded States)
State Councils 27 ★
Local Councils 555 (plus 37 Canada, Hawaii, Alaska)
Dollar Figures 1956 Construction Expenditures (includes maintenance and repairs)
Total U. S.—$60,750,000,000
Prepared by the Building and Construction Trades Department, AFL-CIO
March 1, 1957



Harold Thirion, director, Building & Construction Drivers Division, represented General President Dave Beck at the legislative conference.

Education & Labor Committee warned against two serious obstacles to passage of a Federal school aid bill. He said that an amendment restricting aid to states complying with the Supreme Court decision on segregation, if adopted, would probably defeat final passage of a school construction bill. This happened in 1956. Another and less formidable obstacle cited was the question of allocation of funds. Sharp differences exist on this matter and there may be real difficulty in reconciling contrasting views.

Union delegates were glad to receive reassurances from Senators Kuchel of California and McNamara of Michigan on their position on proposals by the building trades. These two Senators have been strong friends in legislative battles on Capitol Hill and they both said they were glad to reassure labor on how they stood.

HOUSING CRITICAL

One of the critical segments of the construction industry today is that of housing. This problem was the topic of remarks by Alabama's Senator Sparkman. Housing starts in 1956 were lower by 16 per cent than were the starts of 1955. He forecast a further drop.

In connection with the housing problem delegates were invited to consult an issue of the *AFL-CIO Economic Review* which set forth a detailed discussion of the housing problem in America.

Congressman Russell Mack (Rep. Wash.) discussed the new highway construction program and observed that the magnitude of this program was such that such hitherto gigantic projects as the Panama Canal and Grand Coulee Dam were "pigmy projects." He said that the new program would be supplying 12,000 new jobs soon.

The portfolio of material given to each delegate included a map of the U. S. showing construction expenditures; a chart showing pending school construction program and need for Davis-Bacon prevailing wage protections; a chart illustrating Davis-Bacon Act Amendments; a chart illustrating the housing program; copies of a bill amending the present Davis-Bacon Act; the *Department's Bulletin* setting forth the building trades legislative program and a copy of the *AFL-CIO Economic Review*.

UNION WINS VICTORIES IN CITRUS BELT

(*Continued from page 7*)

employees. The Board ordered the election at Adams Packing to be held February 8, 1957. The Teamsters received 392 votes, the Brewery Workers (former CIO) 254, and the Company 27 votes.

The election at Minute Maid was ordered for February 12, 1957, and the Brewery Workers made a public announcement that they were withdrawing from any further elections in the Citrus Industry and tried to get their name removed from the ballots at Minute Maid, but the Board refused on the grounds that the ballots had already been printed. Teamsters won again at Minute Maid by a vote of 217, with 11 votes going to the Brewery Workers and 69 votes for the company.

The next election was held at Bordo Products, Inc. on February 26, 1957. The Brewery Workers withdrew from the ballot at this plant also. The employees at Bordo cast their votes, but the Board impounded them and they have not been counted at the time of this writing. However, we feel confident that when they are counted the Teamsters will again be victorious.

Petitions are now pending for elections at the Ridge Citrus Concentrate Plant, Lakeland-Highlands operation and the Minute Maid plant at Frostproof, Fla.

The three local unions are now drafting contract proposals and are attempting to negotiate a contract prior to the end of the season.

The Southern Conference will continue in its organizing program in the citrus belt until all the citrus workers have been organized into the Teamsters Union.

The organizing committee was as follows: Tom Owens, Director of the National Produce Division; Lew Harkins, Director of the National Cannery Division; Southern Conference organizers J. W. Morgan, R. B. Bunch, George Suttle, John Roberts, W. W. Teague and M. R. Dixon; and Fred Stanford, Local 745, Dallas, Tex.; E. F. Johnson, Local 568, Shreveport, La.; Red Hogan, Local 568, Shreveport, La.; Lloyd Turner, Local 667, Memphis, Tenn.; Ralph Vaughn, Local 327, Nashville, Tenn.;

R. R. Bell, Local 728, Atlanta, Ga.; Robert Sparks, Local 612, Birmingham, Ala.; Howard Wells, Local 79, Tampa, Fla.; and Don Brandenburger, Local 991, Mobile, Ala.

EDITORIALS

Prohibition Coming Back!

Is prohibition coming back?

This question would sound a little silly if there were not some substance to the fears of many who are afraid that some sort of prohibition is on the comeback trail.

This spring there are some 45 state legislatures in session. In these sessions we will find many a bill in the legislative hopper which affects to some degree the beer or liquor industry. In Idaho, for example, is a bill which would boost the tax on beer from $3.10 a barrel to $19.84. A bill in Indiana would ban cold beer in package stores.

Numerous types of bills of a discriminatory nature are under consideration in many states. In Texas, we hear, there is a bill which would increase the license fee of $500 for a brewery to $10,000, for the opening of a second brewery to $10,000.

When we look at this business of discrimination against one or more industries, we are looking at the problem of employment—and that means Teamster employment as well as others. We are thinking not only of drivers and inside workers, but we are thinking of bartenders, waiters, waitresses, merchants, musicians, entertainers and all the other people who will be economically affected if the discrimination becomes serious.

We may not seriously expect a return of prohibition as we recall it under the Volstead Act, but we should be more alert than we are to the problem of discrimination in legislation at all levels—city, state and national.

A Look at Construction

Several aspects of the housing and construction problem are in the news these days. Many in the banking fraternity and financial community are resisting efforts to ease interest rates. This position joins the issue between the hard money and the easier credit forces. This question is certainly not likely to be resolved by editorial discussion, but it is one which should be noted in connection with any mention of housing and construction needs.

Another angle turns up on the construction front which appears worth paying more attention to than we have apparently been doing. That is the importance of modernization in the general construction picture.

The American Builder magazine turns up with some interesting figures on this and related construction problems. Economist William C. Bober writing in this magazine sees a $100 billion a year business in construction with home building as the largest generating factor.

Looking to the immediate period, 1957, Bober sees a $66,250,000,000 construction year—and that is one of the most generous estimates we have seen. How does he get that way?

The key to it seems to be modernization which has been described as a stepchild of all building activity. Here is the way he adds it up: private new residential construction: $13.2 billion or about 20 per cent; new nonresidential: $16.7 billion or little over 25 per cent; public construction: $15 billion or 22.65 per cent. This all adds up to $44.9 billion which in itself is a tidy sum for construction outlays.

But add to this the big bite for modernization: $21.3 billion, a shade over 32 per cent. This takes us to our $66.2 billion figure. We hope that Mr. Bober is right and that modernization will take that much. If it does, the construction picture will not be so unhealthy as some now fear it is. Let us hope that the estimates are right —we are more interested in the projections for 1957 than in the $100 billion figure for 1970.

Batter Up!

Major, minor and bush league teams, as well as semi-pro and sandlot baseball teams, will begin their 1957 season this month. The umpire's cry of "Batter Up!" will be heard throughout the land.

Baseball has long been regarded as one of our great national pastimes. Despite the competition of other spectator sports, television and other leisure time activities the great American game still exercises a certain mass fascination.

One of the by-products of the baseball season will have considerable interest to many of our local unions, although this particular activity will not receive the sport page headlines of the big time teams. In many parts of the country the joint councils or local unions of the International Brotherhood of Teamsters are sponsoring "Little League" teams.

Teamster locals which have sponsored these teams have reaped both satisfaction and goodwill as the result of time and effort spent with the youngsters. Sponsoring Little League teams or hockey or basketball or any other type of athletic activity has been found to be a useful community service. We hope that locals which haven't hitherto participated in this type of community service will give serious consideration in 1957 to some sort of sponsorship program.

A Teamster Profile

Charles E. Whittaker, New Supreme Court Justice, Climaxes Meteoric Career That Began as a Trapper

PRESIDENT Eisenhower's fourth appointee to the United States Supreme Court is an enthusiastic student and practitioner of jurisprudence who has been "law-struck as long as he can remember."

The appointment of Charles Evans Whittaker of Kansas City, Mo., to the nation's highest court climaxes a brilliant career in which his enthusiasm, keen legal mind and capacity for hard work catapulted him ever upward at a remarkable rate of speed.

But those who knew him and followed his work were not surprised at this latest honor. As the *Kansas City Star* reported: "The meteoric step-by-step climb of Judge Charles E. Whittaker to the nation's highest court may have come as a surprise to some members of the nation's judiciary, but not to those who have been associated with the hard-working Missourian."

FIRST TASTE OF LAW

Thirty-seven years ago, the "law-struck" young Whittaker got his first taste of the legal field when he went to work as an office boy for Watson, Gage and Ess. Just three years later, he had passed the Missouri Bar examination—a year before receiving his diploma from the Kansas City School of Law!

By 1930, the rising young attorney had been made a junior partner in the firm and two years later—a dozen years from the time he had started in as office boy—the name of Whittaker was added to the firm's title.

Like President Eisenhower's two Supreme Court appointees immediately preceding his selection, Mr. Whittaker has established a distinguished record as a judge. In 1954, he was named a U. S. district judge, and he immediately plunged into the task of clearing a crowded court docket, working many hours a day toward that goal.



Justice Whittaker

Lawyers and court personnel alike were impressed by his tireless routine.

Many other were impressed, too. Less than two years after being named to the district court, Judge Whittaker was appointed to the U. S. Court of Appeals.

APPOINTMENTS ACCLAIMED

U. S. Attorney General Herbert Brownell, Jr., has said that no appointments he has made evoked such widespread endorsements from members of the bar, Democrats as well as Republicans, as the actions in naming Mr. Whittaker to the District Court and then to the Court of Appeals.

Then, less than a year later, came the White House announcement that he had been chosen to succeed retiring Justice Stanley F. Reed.

Thus reached a high point a legal career that was founded on a $700 "nest egg" accumulated by young Charles Evans Whittaker by "running traps" as a farm boy near his home north of Kansas City.

Born on Washington's Birthday in 1902 near Troy, Kans., 20 miles north of "the city," young Whittaker began his trapping business as a youngster in grade school. He recently recalled that skunks were frequently among his catches, a situation he welcomed since the pelts often brought him as much as $3 each. Dealing in this commodity, however, at times affected his "popularity" at school and, on occasions, he was sent home.

The young Whittaker did not go to high school, but continued to accumulate savings with his trap lines.

LEFT FOR "CITY"

In 1920, with his $700 savings, he left for Kansas City, a "law struck" boy of 18 set on a career in one of history's most honored professions.

While working at his job as office boy in the firm of Watson, Gage and Ess, he pursued his high school studies as well as his law course. Even though carrying this double load, he was successful in passing the bar examination in just three years and winning his law degree a year later.

The new Supreme Court appointee is married and the father of three sons: Dr. Keith Whittaker, who has received a commission in the Air Force and will enter service in the summer; Kent Whittaker, a law student at Dartmouth College, and Gary, a senior at Kansas City's Rockhurst High School. He also has a one-year old grandson, Tommy.

NEW 'ARMY MULE' HAS NO TASTE FOR HAY

A NEW kind of "Army Mule" is beginning to move men and war materiel in the field. The old-style mule with four legs and a loud bray is on his way out, sentiment notwithstanding. The new "Mule" is a radically-different kind of cargo carrier.

This new piece of motorized equipment for the armed forces has been dubbed "Mechanical Mule." It is a 750-pound motorized platform which can move along at a top speed of more than 25 miles an hour or creep along at a snail's pace of only a mile an hour if the circumstances warrant it.

Although the specifications grant the new Mule only 25 horsepower at 4,500 rpm, it is able, through gearbox reductions, to do some fabulous feats of strength and endurance. The new prime mover is officially labelled "XM 274 ½-ton weapon carrier." As such, it would carry not only weapons, but ammunition, food, and all the other needs of fighting men in the field. Naturally it must be engineered to travel over rough terrain. It must also be maneuverable and this it certainly is. Due to four-wheel steering and an ingenious construction, it can do a complete U-turn in a ten-foot radius.

True, there may be some areas that this mechanical mule cannot go where a living mule could, but, on the other hand, can anyone imagine parachuting live mules into a combat zone? This mule can be treated that way . . . and without the risk of someone getting clobbered with a well-directed kick. It can be easily carried in a truck, a plane or even in a helicopter. Attach a parachute and static line, roll it out, and the mechanical mule lands on all four sturdy "feet," the big traction-grasping tires. Then it is ready to go into action.

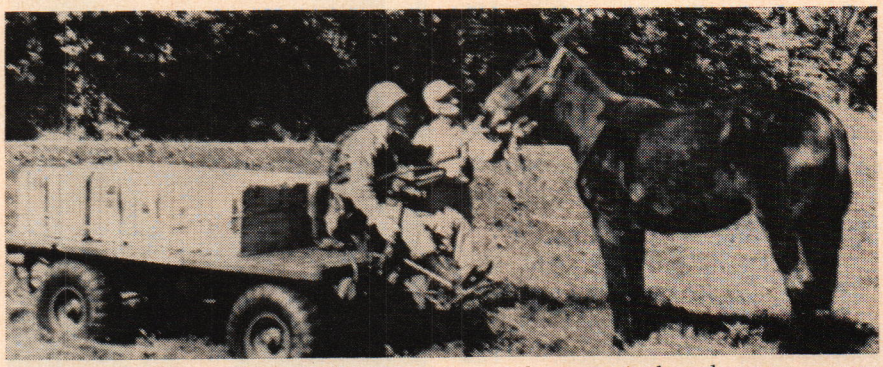
It is only 100 inches long, 46 wide and 27 inches tall. The mobile platform has been stripped of everything that would make it a good target for enemy fire. Even tall grass can hide this carrier. If the driver of the mule should encounter enemy fire, he can jump off his little platform on the front and operate it completely either walking, crawling, or slithering along on his stomach.

This latest origination of Willys, who originated the "Jeep" in World War II, also serves as a mobile cannon platform. It can be equipped with a 106-millimeter recoilless cannon, a deadly weapon to use in anti-tank warfare. It can also carry casualties and its 30 square feet of unobstructed flat bed can accommodate four litters.

In tests the sturdy little carrier has shouldered a load of 1000 pounds and marched up a 72 per cent grade with it; quite a feat for any motor vehicle and especially for one of its size.

One driver can operate a whole "train" of the mechanical mules if they are hitched together with a tow-bar contrivance and certain minor engine adjustments. Thus one soldier can be the "muleskinner" for a whole motorized "pack train."

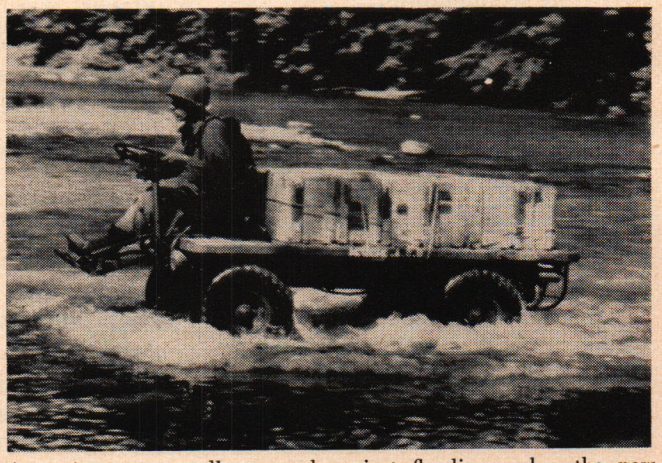
Right now more than $4 million worth of the rugged little vehicles are on order.



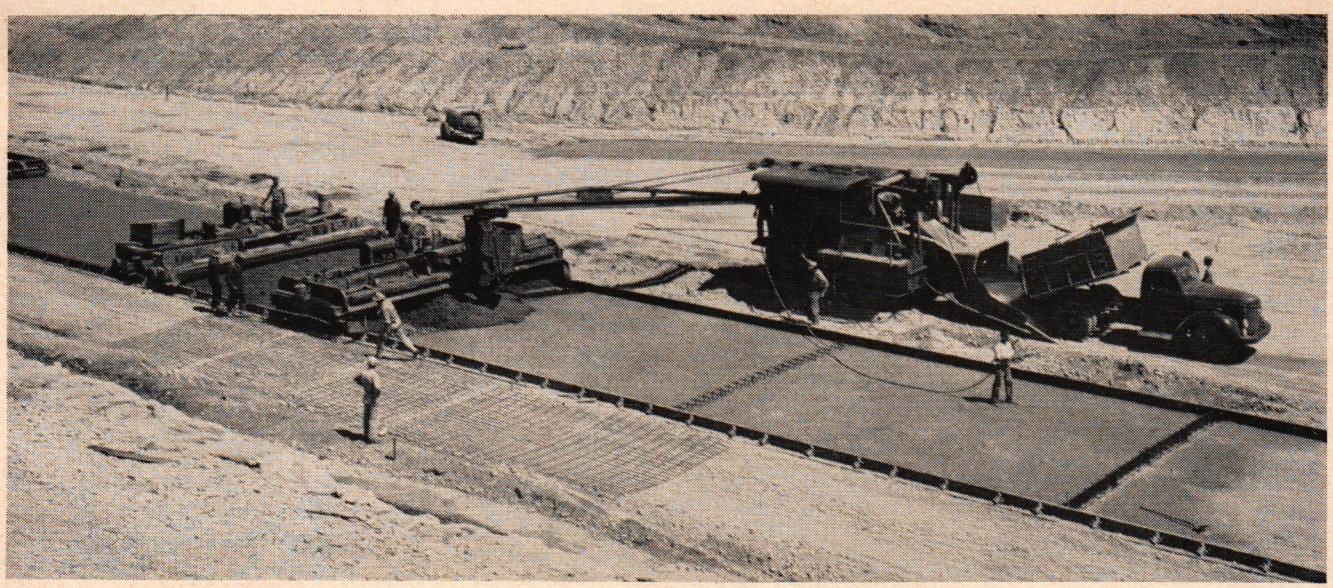
The traditional Army Mule sniffs skeptically at his motorized replacement—a new Army vehicle called a "mechanical mule," which can perform wonders in the field.



Carrying a full half-ton load, the 27-in-high carrier goes up a steep incline. It has four-wheel steering flexibility.



A motive power well-protected against flooding makes the new Army vehicle safe in water. More of the mules are on order.



The Teamster-driven truck shown above is one of thousands participating in the new highway construction program.

Congress Eyes Roadbuilding

Largest Highway Construction Move in History Brings With It Myriad Problems; Legislators Seek To Supervise But Not Hinder Huge Program

IMPROVED construction weather and pressure to move forward on the national highway construction program is focussing attention at the state and national levels on road and highway problems.

Developments in this national picture which is so important a part of the national construction economy include:

1. Introduction of numerous bills in Congress relating to various aspects of safety, construction and supervision in connection with the interstate program.

2. Special attention devoted by governors and legislatures in most of the states with emphasis given to safety and to demands for extension of the program.

3. Pressure for greater attention to safety by state governors and quasi-public organizations such as the National Highway Users' Conference, the Governors' Conference and others.

4. Increased use of electronic and other automation devices to move the gigantic construction program forward.

Literally dozens of bills have been dropped into the congressional legislative hopper in Washington by Representatives and Senators interested in the Federal highway program. Some of the interest comes from those demanding better and closer supervision in order to expedite actual construction work.

Under the legislation passed in the last session supervision and administration is placed under the Department of Commerce with immediate supervision delegated to the Bureau of Public Roads. There may be a feeling on Capitol Hill that this form of administration will not permit fast enough construction progress.

Senator Albert Gore (Dem., Tenn.) favors a three-man commission to ride herd on the multi-billion dollar program. This proposal was rejected last year, but the idea and the sentiment for it are by no means dead.

If a commission is not named, it appears likely in Washington that some sort of national advisory group, committee or commission will be set up. This would be a combination advisory and "watchdog" sort of group which would serve partly in the Government's direct administrative interest and in part as the eyes of the public to see that the program is being properly expedited.

There may even be an advisory group set up to advise and counsel with the Public Roads Administration on problems of secondary or rural roads. There is some apprehension on the part of Congress that the engineers and planners are concentrating so heavily on the interstate arteries that some of the secondary and rural problems are getting shortchanged. Since many of these problems are loaded with political dynamite, there will be

serious attention devoted to this important, if unspectacular, phase of highway planning and construction.

One bill in the House would set up a Department of Transportation & Communications and would transfer from Commerce all the functions delegated to it under the Highway Act. Although there has been agitation for this sort of move in Congress for some years, it appears unlikely to succeed in 1957.

One of the hottest fights in Congress is that one raging over the billboard limitation. Senator Richard Neuberger (Oreg., Dem.) is pushing his measure to exclude billboards, but he is confronting a formidable foe in the outdoor advertising interests.

Last year Congress boosted the interstate mileage total from 40,000 to 41,000 miles, but this increase would only be a starter if some of the state demands are met. Many states have asked that the allotments made to their states be increased, but this appears a forlorn hope. Engineers say that the plans which are "on the boards" will be enough to keep the construction industry going at top speed in order to do anything like an economical and efficient job.

CONCENTRATE ON STATES

Organizations interested in highway safety are concentrating on the state legislatures. Of the 48 state legislatures in the U. S. a total of 45 are in session this spring and in many of these bills have been introduced which have varying degrees of impact on highway safety and the trucking industry.

The Governors' Conference Action Program has come up with a 27-point schedule of recommendations which includes matters of both legislation and administration. Nine points of the program are devoted to so-called long-range plans and 18 points to immediate needs.

The immediate steps urged include better traffic law enforcement with no-fix traffic tickets, adoption of the Uniform Vehicle Code and a comprehensive program of traffic education beginning at the high school level and extending generally to the public at large.

The long-range program of recommendations is concerned with the establishment of professional type state motor vehicle departments and the development of continuing education techniques.

State legislatures, just as is Congress, are concerned with the problem of the pressure for more funds for highways. The tremendous increase in population and in the registration of motor vehicles are elements which are building up tremendous pressures at the state level.

One of the big question marks raised when the legislation on the big roadbuilding program was under discussion was: can American industry do it economically and efficiently? The real answer will come when the construction volume begins to grow, but there appears to be general agreement that the task can be achieved.

One of the preliminary answers comes from A. N. Carter, Jr., for nine years manager of the Highway Division of the Associated General Contractors. Said Mr. Carter in answering this question:

"Although it will need to overcome several serious problems, the highway contracting industry will take the expanded road construction program in stride. This conclusion has been reached after working closely for nearly nine years with the highway members of the AGC, with all the state highway departments, and with the U. S. Bureau of Public Roads."

Officials of contractor groups, engineering societies, state and Federal bureaus have expressed concern over the adequacy of technical personnel for the big program. This problem does not concern labor directly—if the supply problem is met. If, however, there is a shortage of technical manpower the big program could be retarded and the delays would seriously affect employment in the road construction.

In order to help develop fast techniques in planning and computation many state highway bodies have adopted the use of electronic computers. These are designed to break engineering bottlenecks and save time in the planning and blueprint stages of construction. More than two dozen state roads departments and big private engineering firms have installed these computers.

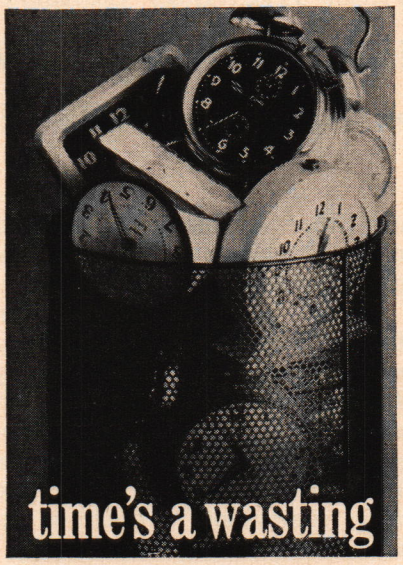
USED IN SURVEYS

These time-saving machines are used in problems of surveying road design, bridge structure studies, traffic and other calculations.

Federal Highway Administrator Bertram D. Tallamy regards the huge road program as a "grand challenge." He characterizes the big task ahead in a brief summary for the American Society of Civil Engineers, saying:

"The 41,000-mile National System of Interstate and Defense Highways is the most glamorous and widely publicized feature of the new program. It is natural that this should be so since it will cost $27.4 billion in Federal and state funds and will provide a nation-wide network of ultramodern superhigh-

(Continued on page 32)



The clocks keep ticking away. We need your dollars to make each minute count in the fight against cancer.

With $70, we can buy an eyepiece micrometer... $48 buys a laboratory flowmeter... $15 buys an instrument sterilizer... $3.75 a hematocrit reader.

Only you can decide how much you can afford to send. But send it *today*, to help us keep moving ahead in the struggle to save lives.

Send your check to "Cancer" c/o your local Post Office.

AMERICAN CANCER SOCIETY

A NATIONAL SHAME!

Traffic Deaths Hit an All-Time High As Americans Plunge Recklessly Along

TEAMSTERS have more than a passing interest in the hard facts of highway safety—for those who man the rigs over the road and the delivery trucks in the cities, these figures reflect matters of life and death.

The National Safety Council has just issued its preliminary figures for 1956 and the organization reports that traffic toll in deaths and accidents has hit an all-time high. In brief here is the score:

- 40,000 dead;
- 1,400,000 persons injured;
- $4,750,000,000 loss in property damage estimated.

The 1956 figure for deaths hit an all-time peak, topping even the previous record of 39,969 of 1941. The figures for 1956 are not complete and until all returns are in the new record is regarded as provisional by the National Safety Council.

Few bright spots are noted in America's tragic traffic picture. Regional deaths on the highway show an increase in every area except one, the North Atlantic, where no change was noted. The increases for the other areas are: North Central, 1 per cent; South Atlantic, 4 per cent; South Central, 5 per cent; Pacific, 11 per cent and Mountain, 12 per cent.

Of especial interest to truck drivers is the fact that accidents grouped as "non-collision and multi-vehicle" led the pack in terms of numbers of persons killed. Non-collision accidents which include running off the highway, overturning, etc. accounted for 1,000 more deaths in 1956 than in 1955. Multi-vehicle accidents deaths were up by 500.

Last year the non-collision type of accident was responsible for 14,500 deaths, a 7 per cent increase over the previous year. Multi-vehicle accident deaths totalled 13,500, a 4 per cent increase.

In the general run down of causes of motor accident deaths there is one small bright spot — deaths of pedestrians were fewer last year than in 1955. The decline from 8,200 to 8,100 was only 1 per cent, but this slight improvement gives considerable encouragement to traffic people who note that mileage is increasing and the number of cars is greatly increasing.

While it may be idle to point to accident statistics of past years and the low rate per 100 million miles, the fact remains that efforts toward highway safety are making a difference. Travel is up by 89 per cent since 1941 and our national population is up by 25 per cent. This means more and more people are using cars and that our commercial and business vehicles, including trucks of all sizes, are on a sharp increase.

Put it this way: if the death *rate* of two previous high-record years prevailed last year, the totals for death and accidents on the highway would have been tragically fantastic. Had the 1941 *rate* prevailed in 1956, we would have had 75,600 dead (not 40,000) and 2,500,000 (not 1,400,000) injured. Had the 1937 *rate* prevailed in 1956, we would have had 92,600 killed and 3,150,000 injured.

Deaths on the open road appear to gain widest attention, but the problem of street safety in the city is one demanding more and more attention. It appears that the big cities reporting traffic records to the National Safety Council are showing some improvements. While the country as a whole reported a 4 per cent rise in accidents in 1955, the reporting cities held it to 1 per cent. Of the 583 cities reporting, 249 showed increases in accidents, 211 showed decreases and in 123 the rates were about the same.

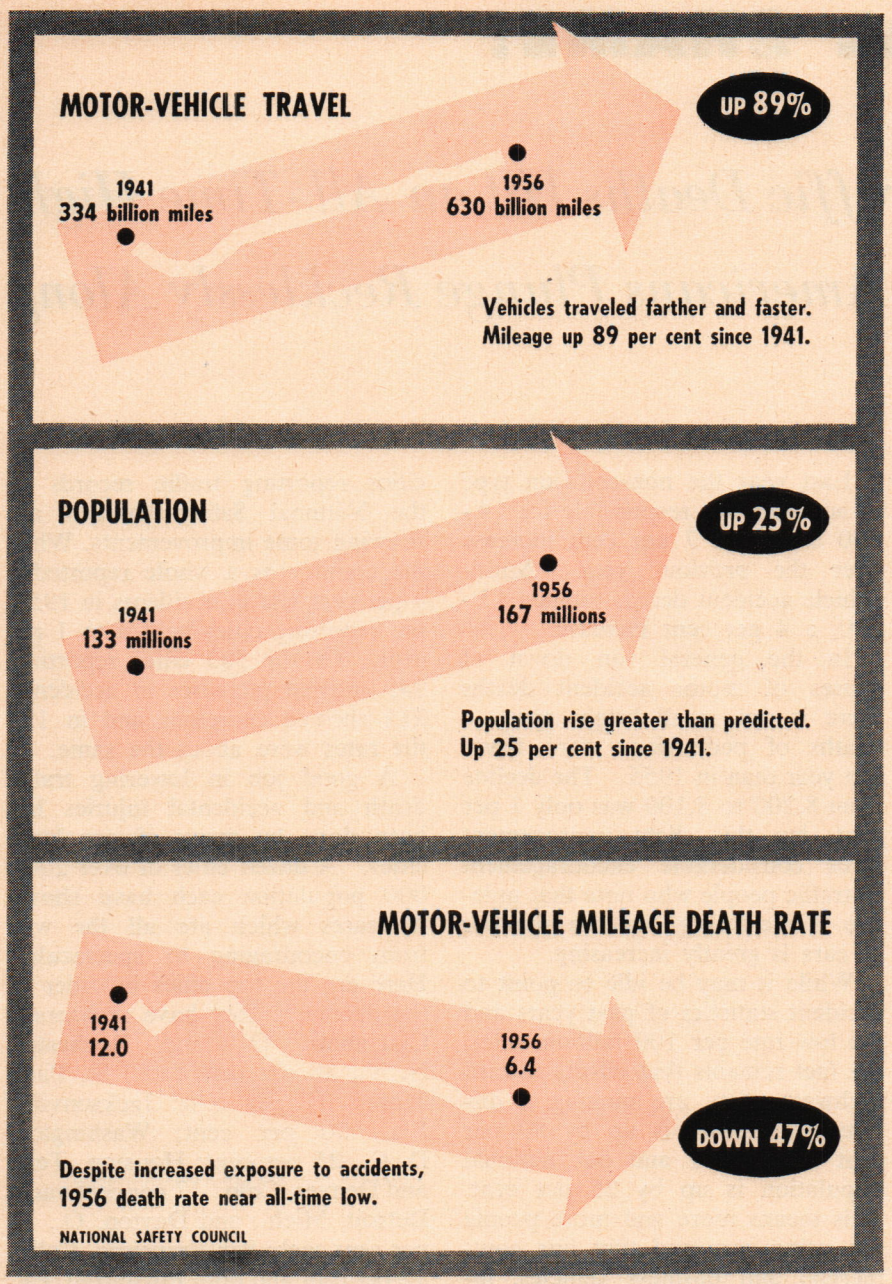
A good job in lowering traffic death and accidental injuries has been done by many of our large cities. A dozen cities of over 200,000 population each have shown decreases which are all the way from encouraging to spectacular. Here are the top cities in order of the decreases they have registered: Cincinnati, O., and Rochester, N. Y., 38 per cent each; St. Paul, Minn., 31 per cent; Jacksonville, Fla., 30 per cent; Washington, D. C., 25 per cent; Houston, Tex., and Denver, Colo., 17 per cent each; Detroit, Mich., and Dayton, O., 13 per cent each; San Francisco, Calif., 12 per cent and both Pittsburgh, Pa., and Long Beach, Calif., 11 per cent.

City driving problems can be tough, but conscientious efforts by all drivers are making some differences apparently. The Council has grouped cities according to their populations and have, on the basis of death and injury records, rated them safetywise. Here are the top cities according to population and records:

—Group I—1,000,000 or more population: Detroit, Chicago and Los Angeles;

—Group II—750,000 - 1,000,000: Washington, D. C., San Francisco, and Cleveland;

—Group III—500,000 - 750,000:



Dallas, Tex., Houston, Tex., and Seattle, Wash.;

—Group IV—350,000 - 500,000: Denver, Portland, Oreg., and Kansas City, Mo.;

—Group V — 200,000 - 500,000: Rochester, N. Y., Oklahoma City, Okla., and Wichita, Kans.;

—Group VI—100,000 - 200,000: Reading, Pa., Utica, N. Y., and Fresno, Calif.;

—Group VII—50,000 - 100,000: Aurora, Ill., Battle Creek, Mich., and New Britain, Conn.;

—Group VIII — 25,000 - 50,000: Elkhart, Ind., Lafayette, Ind., and Cheyenne, Wyo.;

—Group IX—10,000-25,000: Birmingham, Mich., Kingsport, Tenn., and Mt. Clemens, Mich.

What should be of interest to all safety workers is the fact that 105 cities had perfect safety records. The three largest cities with this blue ribbon record for 1956 are Aurora, Ill. (population 56,800), Lafayette, Ind. (39,900) and Fargo, N. Dak. (38,300).

While the motor vehicle accident picture appears the most spectacular and attention-getting phase of our national safety problem, it is not the only one to which earnest efforts are being devoted. Other areas in which safety campaigns are under way include public non-motor vehicle areas, home accidents and work or on-the-job accidents.

Trade union members take an especial interest in on-the-job safety and unions have been leaders in regulation of occupational hazards. Last year work accidents killed 14,300 persons and injured 2,000,000. The death list was up by 100, but the accident by 50,000, a record of which American industry can scarcely be proud.

Home accidents killed 27,500 and injured 4,100,000. In these types of accidents a small decrease was shown.

In public accidents (not motor vehicle) 16,500 were killed and 2,050,000 were injured. And the Safety Council notes that fire losses last year totalled nearly a billion dollars, a 12 per cent increase.

The increases in many categories of safety records are making safety engineers and experts concentrate more and more on safety education across the board—in schools, shops, organizations and before the general public. As these safety efforts increase, all are hoping that the report for 1957 will be a more favorable one than last year's.

Truck Driver's Prayer

Lord, grant me a steady hand and watchful eye,
That no man may be hurt when I pass by.
Thou gavest life, and I pray no act of mine
May take away or mar that act of Thine.
Shelter those, dear Lord, who bear me company,
From evil of fire and all calamity;
Teach me to use my truck for others' need,
Nor miss through love of speed
The beauty of this world; that thus I may
With joy and courtesy go on my way.

ALBERT BENJAMIN CHANDLER
GOVERNOR

COMMONWEALTH OF KENTUCKY
EXECUTIVE CHAMBER
FRANKFORT

February 19, 1957

Mr. James R. Hoffa
2741 Trumbull Avenue
Detroit, Michigan

Dear Jimmy:

As you know, the mountain area of our State was recently affected by the most devastating flood in its history, and it required the combined efforts of the Federal and State Governments and the help of many independent organizations to prevent it from becoming an overwhelming catastrophe.

One of the organizations that went into action immediately when word arrived of the terrible destruction and deprivation in Eastern Kentucky was Local 89 of General Drivers, Warehousemen & Helpers, Louisville, Kentucky, headed by our mutual friend, Paul Priddy. Paul and his fellow workers quickly organized and volunteered a fleet of some 50 trucks and drivers to transport food, clothing, medical supplies, and other critical materials from unaffected areas into the flood zone. For several days during the height of the flood, those men worked day and night in order to bring relief to the flood victims where they needed it most.

I have already thanked Paul and the members of Local 89 for their prompt and unselfish response to the call for help from their neighbors in distress, but I thought you might want to know of their outstanding work, also. Their performance was certainly a credit to your great organization.

Be assured of my warm regards.

Cordially,

Albert B. Chandler

Albert B. Chandler

WORDS OF THANKS—A letter of thanks to Teamsters for assistance in Kentucky during the flood emergency of February was sent from Governor Albert B. Chandler to Vice President James R. Hoffa. The letter, reproduced above, was sent to Mr. Hoffa in his capacity as chairman of the Central Conference of Teamsters. The letter's commendation speaks for itself.



Montgomery Ward Council meets in Chicago to plan bargaining strategy in negotiations with the firm.

Montgomery Ward Negotiations

Union Asks Employer-Paid Health Insurance and Pension Plans, Along With Improved Seniority and Fringe Gains

Warehouse locals of the Montgomery Ward Company are making demands on the company through the Montgomery Ward Council. A session of representatives from 27 local unions of employees of the company met in Chicago last month to formulate demands.

The negotiating committee is headed by Vice President James R. Hoffa. The negotiations cover a new contract for employees in nine mail order houses and connecting retail stores, warehouses and smaller retail units. The old contract under which the employees are now working expires May 31.

Cooperating with Committee Chairman Hoffa and the representatives of the Ward local unions are Harold Gibbons, St. Louis, Mo., acting director of the National Warehouse Division; Donald Peters, chairman of the Montgomery Ward Council, and Sam Baron, field director of the National Warehouse Division.

Topics under discussion as demands by the locals in the new contract include the union shop, a substantial pay increase in all rates and commissions.

Other highlights of the pending demands include:

—health insurance benefits to be paid for entirely by the company;

—pensions paid for entirely by the company;

—a guaranteed 40-hour workweek;

—posting of schedules each week showing daily starting time of each employee;

—15 per cent night shift premium for those reporting for work between 4 p. m. and 6 a. m.;

—time and a half for work over eight hours in any day and for all Saturday work;

—eight holidays with pay and four hours off on election day with pay;

—vacation schedule permitting a week with pay after one year; two weeks after two or more years; three weeks after 10 years and four weeks after 15 years;

—plant-wide seniority;

—improved grievance procedure;

—liberalized leave provisions for sick leave, severance, etc.;

—uniforms furnished by the company where employees are required to wear uniforms;

—no change in job classifications without agreement with the union;

—increase in discount on purchases by employees.

These are some of the demands, but this list does not include all. Leaders of the fight for a new contract estimate that it will take several weeks of negotiation before a new agreement is reached which will satisfy both union and employer.

Local 104 Driver Saves Child From Drowning

"Sorry I'm late but I had to help a lady revive a child."

Behind that heroic understatement lies the story of an Arizona member of Local 104 who snatched a 15-month-old Phoenix girl from the suffocating hands of death by drowning.

Brother Orlin Krisell felt he owed an apology for his being 10 minutes tardy as he swung his rig into the 51st and Van Buren Streets dock. But that 10 minutes meant the difference between life and death for little Pamela Renfroe who had fallen into the waters of a drainage ditch near her home in suburban Glendale.

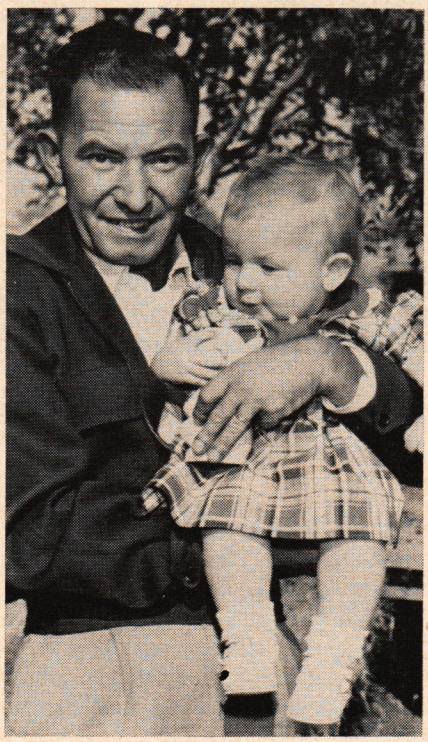
When Krisell's co-workers later saw the front page account of the rescue they were quick to identify the "nameless passerby" as Orlin.

When pressed for an explanation of the rescue, Orlin reluctantly described the events as they actually happened in these words:

"I had just been to Bagdad with a load of diesel fuel and was returning to the Phoenix loading dock to pick up another delivery. It was approximately 12:30 (in the afternoon) when I approached the bridge that spans a drainage ditch on the outskirts of Glendale. As I approached the bridge I noticed a child lying near one of the spans.

"People were running from every direction, and I stopped my truck by the side of the road to see what was the matter. If you're a truck driver, you're always supposed to stop at the scene of an accident and help out all you can. At first, I thought it was a car accident, but then I saw that the baby and her mother were wet. So I realized what had happened.

"There were two men there, and one left to call the sheriff. But I could see that something had to be done right away. There wasn't time to wait for the sheriff. If it wasn't already too late, I knew it would be by the time the officers got there.



Thanks to the quick thinking of Orlin Krisell, 15-month-old Pamela Renfroe was able to pose for picture only a few days after she was saved from drowning in drainage ditch.

"So I started to give her artificial respiration. One fellow said there wasn't any use because she wasn't breathing. Well, I figured it wouldn't do any harm to try. So I just kept on working for 5 or 6 minutes—it could have been longer—and then I could see that she was going to be all right.

"When the sheriff's deputy got there, he said she was all right if she could cry like that. So that's when I left and headed back to the terminal to pick up another load. I had to explain what had held me up because another driver was sick and they were waiting for me to come in. They needed me to take a load out to Richfield right away.

"I didn't think much about what had happened, except to be glad the baby was all right. And so I was surprised, when I came back from the morning's deliveries the next afternoon, to find that the newspapers had talked to Mr. Roach (the terminal manager) and wanted to write a story about me."

Fifteen years ago when Krisell first began driving trucks, soon after coming to Phoenix, he enrolled in a first aid course. Last November 15 was the first time he put it to use.

Medal for Truckers

A recommendation was recently made to Congress to establish a Medal of Honor for acts of heroism performed in connection with any wreck or threatened wreck involving commercial motor vehicles.

The Interstate Commerce Commission, in introducing the recommendation, stated that "many acts of heroism deserving of official recognition have been performed by persons in preventing or endeavoring to prevent serious accidents from occurring on highways . . . "

The proposed legislation is similar to that contained in a bill introduced by Senator Capehart (R., Ind.) at an earlier session of Congress. Previous recommendations to distribute hero awards, however, were restricted to heroism on the railroads. The proposed ICC amendment would remedy this situation by including "any commercial motor vehicle subject to the Commission's motor carrier safety regulations."

"Although interstate motor carriers came under Commission regulation in 1935," the ICC recommendation pointed out, "the Medals of Honor Act has not been extended to include this branch of the transportation industry and the proposed amendment would remedy this omission."

Article Praises Local

Wichita, Kans., Local 795 President Sam Smith and members of his safety conscious local were given the full treatment in a recent issue of the Wichita *About Town* magazine.

Brother Sam, who strikes a remarkable resemblance to $64,000 Question m.c. Hal March, made the front cover of this magazine recently. Members of his local were featured inside with a nine page picture story concerning their remarkable safety records.

In addition to its highly successful safety record, this local has taken an active part in various community enterprises including, long-range recreational programs designed to make the community a better place to live for both young and old.

Over the years the local has compiled 13,864,000 safe driving miles —equivalent to over 556 trips around the world. It would take a single man 215 years to drive this distance—and without a single accident.

The picture story in the magazine traced some of the day by day responsibilities of staff members at the local's headquarters who provide many services for its on-the-road members.

President Smith told the *About Town* reporter that "getting a man a pay boost doesn't begin to tell the union story."

"Over the years," Smith pointed out, "we have saved employers thousands of dollars by our safety records, recreational and family welfare programs."

President Smith explains it this way: "A man under pressure is a man who'll have an accident, and accidents mean repair bills, higher insurance rates, loss of equipment and loss of man hours. We believe there are a lot of ways to prevent accidents and one of them is a contented, happy driver. That's one of the reasons for our community recreational programs. It gives the driver a much needed psychological break from the long hours over the road. It gives his mind a chance to relax. We think it's paid off, and I believe our remarkable safety record will testify to that fact."

Local 734 Members Receive Pension Checks



Three of the 15 newly pensioned members of Chicago Bakery Drivers Local 734 received their first checks. Shown making the presentation are Local 734 President William A. Lee (left) and Secretary-Treasurer Thomas J. Mahony (second from left). Receiving checks are (right to left) George W. Cheevers, Robert Dorne, and Reuben Clemmons.

Building Service Employees International President William L. McFetridge told 15 newly pensioned members of Local 734 that their local is an outstanding example of "honest and efficient unionism."

The occasion for McFetridges' remarks was a recent meeting of Chicago Bakery Drivers' Local 734 at which 15 veteran members of the local were awarded the first pension checks under a plan allowing workers to retire at 65 and with 25 years service.

The plan whereby the retired drivers receive $115 a month pensions was one of the first in the baking industry. Under the pension plan, employers pay $5 a week into the fund for each of 2,600 drivers. There are four union and four employer trustees who handle the major decisions on benefits, investments and other problems.

McFetridge declared that labor could never be a haven for crooks or racketeers, but pointed out that there cannot be a labor racketeer unless an employer also joins in the abuse of their obligations to the worker and the public.

Members of Local 734 who received their pension checks were George W. Cheevers, Harry A. Osterthun, Harry F. Jensen, Cornelius J. Kiley, Robert Dorne, Reuben Clemmons, Otto H. Lense, Ludvik Kaderka, Fred W. Kulbartz, William S. Sleeth, Arthur L. Anderson, Jerry Singer, Thomas R. Lee, Raymond R. McNally and William I. Burns.

Bordeaux to Butte

Fine wines delivered direct from Bordeaux to Butte is the story of the first transcontinental ship-trailer "fishy back" service between Europe and the United States.

Truck trailers, fully loaded with French Bordeaux wines, champagnes, cognacs, tires, machine parts and Swiss cheese, which were rolled aboard the world's largest truck trailership, the *TMT Carib Queen,* in France, recently rolled off at Philadelphia, completing the return leg of the ship's maiden voyage to Europe.

The French truck trailers were loaded at such cities as Paris, Clermont-Ferrand, Issoire and Bordeaux. They were rolled over-the-road to the St. Nazaire and then rolled aboard the *Carib Queen* for the ocean crossing.

After arrival in Philadelphia, the trucks were sent over the highways to their consignees in various U. S. cities.

Son Is Honored

Ricky Jones, a plucky eight-year-old Warren, Ohio, youngster, has been selected the Easter Seal Child for 1957 by the Trumbull County Society for Crippled Children.

The little redhead is the son of Local 377 member Richard Jones, a roadhauler for White Star Transit.

Ricky, a victim of cerebral palsy, wears both long and short braces. Because of the help he received from therapists under a program initiated by the Trumbull County Society for Crippled Children, he is now able to attend regular second grade classes at Howland School.

Late last month, Ricky kicked off the Easter Seal drive in his state when he marched into the office of Mayor Martin Spritzer and sold him the first batch of 1957 seals. According to witnesses at the occasion, Ricky proved quite a salesman, even signing up the popular mayor for a 1958 donation.

Last year Easter Seal Societies in Ohio alone helped 17,716 children and 633 adults along the road to rehabilitation. The nationwide drive is now under way with Easter Seal stamps pouring into homes throughout the country. All donations are to be sent to your local or state chapters to help fight cerebral palsy and other debilitating children's diseases.

1957 Easter Seal Child Son of Teamster



Ricky Jones, Trumbull County, Ohio, Easter Seal Child for 1957, is shown making a sale to Edward P. Lenney, Niles, Ohio. The carrot-topped youngster is the son of a Local 777 member. Four years ago he contacted crippling cerebral palsy and is now forced to wear two sets of braces in order to walk.

Sitting Duck Echoes

Over - the - road members commenting on the January-February TEAMSTER article concerning "sitting duck" accidents echoed their "Amens" to the suggestion that state regulations prohibiting flashing lights on derelict trucks should be amended.

One member suggested a telescopic attachment to be used in case of a breakdown while another, who had had several narrow escapes from "sitting duck" situations, suggested that those states prohibiting flashing lights "could very easily be shown the advantages of this particular lighting system."

Labor Course Offered

An eight weeks course entitled "Steward and Officer Training" will be offered to the membership of Local 15. Conducted by the University of Illinois' Institute of Labor and Industrial Relations, the course will be held at the Labor Temple, 52 North Prairie Street, Galesburg, Illinois. University of Illinois Professor Mil Lieberthal will conduct the Wednesday night classes beginning on April 3 through May 22.

Orange Juice by Sea

The biggest orange drink in town recently pulled into New York harbor when the *S. S. Tropicana* docked with its vacuum - sealed stainless steel tanks gurgling with 650,000 gallons of the citrus fruit. (See related article on page 9.)

The first transport of orange juice by sea in bulk form cast a gloomy pall over the future of many truckers' livelihood depending on hauling this commodity.

Officers of Fruit Industries, Inc., operator of the vessel, said the *S. S. Tropicana* will make the round trip from Cocoa, Fla. every nine days. The ship completed the approximately 1,000 mile sea voyage from Cocoa to New York in 56 hours. Cocoa is located on the east coast of of Florida and situated in the middle of the state.

Spatter Deterrent

Weld-finishing time and costs can be cut by application of a new splatter deterrent emulsion that eliminates chipping, grinding and other postweld cleanup operations. Containing silicone, the emulsion forms a thin, protective coat over the meld metal that prevents molten spatter from sticking.

THESE RIGHTS ARE FOR ALL

(Continued from page 11)

ment, but was given strong impetus by the forthright stands taken by New York and Pennsylvania in their state bills or declaration of rights.

GROUP II—Second, Third and Fourth Amendments. The Second Amendment guaranteeing the right to bear arms is a carryover from the American Revolutionary state constitutions and the old English Bill of Rights of 1689. The same may be said of the Third Amendment—on the quartering of soldiers. The Fourth Amendment on search and seizure was a direct outgrowth of the British use of the intolerable writs of assistance.

GROUP III—Fifth, Sixth, Seventh and Eighth Amendments. These amendments put in words the English time honored guarantees for Americans provisions for the fair administration of justice and the protection of the rights of accused persons.

The Fifth Amendment which is one which has come under greatest fire in recent years is one which incorporates some of the most sacred of our liberties and embodies careful protections of persons and their properties. The steps outlined in this amendment that no person shall be deprived of life, liberty or property without due process goes back to the "law of the land" protection wrested from King John in the Magna Carta of 1215.

RESTATEMENT OF RIGHTS

The guarantees set forth in Amendments Six, Seven and Eight are restatements of rights from the early colonial charters from the English common law and from the state constitutions which had their bills of rights.

GROUP IV—Ninth and Tenth Amendments. These might be called "catchall" or escape hatch clauses. The Ninth Amendment merely said that the enumeration of certain rights should not be taken as denying or disparaging others which may not have been specifically listed. It will be recalled that some lawyers did not want *any* Bill of Rights at all on the grounds that it would be impossible to spell out all the rights necessary for the document.

The Tenth Amendment restated the fact that powers not specifically delegated to the United States were reserved to the states—another way of saying that we have a Government of enumerated powers with the remainder of undelegated sovereignty lying with the state.

These then are the amendments which we know as the Bill of Rights incorporated as one historian has said the principle of "living liberty."

The most important thing about the Bill of Rights, writes Alfred H. Kelley, famous constitutional law authority ". . . is the concept of individual liberty and an open society for which it stands. As long as that ideal is alive, the Bill of Rights has meaning and vitality. But were the spirit of a free society to die out; were we to fail to maintain the spirit of a free society with the same sense of enthusiasm and conviction as our ancestors, the paper guarantees of limited government and constitutional right would cease to have any more living meaning than do the corresponding guarantees in the Soviet Constitution."

INDIANA LEGISLATION

(Continued from page 13)

In speaking to a teamster meeting in late February Congressman Ray Madden of Indiana warned against the use of the Department of Agriculture field machine against labor. Madden reportedly has charged that Secretary of Agriculture Ezra Taft Benson used departmental employees to push the right-to-work legislation.

Whether this is true or not, the fact remains that the bill won a wide measure of support from the farm country. This follows the pattern of other right-to-work states described in last month's INTERNATIONAL TEAMSTER.

The eyes of labor are on two other states which have right-to-work agitation rampant. These states are Michigan and Ohio.

In Michigan there is a strong membership or organized labor and even if such a bill should be passed, it is believed that Governor George Mennen Williams would quickly veto the measure. Passage over a gubernatorial veto would appear almost impossible.

Ohio is another industrial state, but labor is taking no chances in that state despite the fact that the conservative Cincinnati *Enquirer* say that the state "does not appear to be fertile ground for the controversial legislation."

Not once in five consecutive sessions of the state legislature has the right-to-work type of bill even emerged from committee. In each session the bill was referred to a different committee, but the fate was always the same.

An Ohio state senator has introduced a bill in this session which is virtually identical with the text of the Indiana bill as it was in its original form before amendment by the General Assembly. The Ohio law also forbids picketing where no labor dispute exists between a concern and its employees—in other words in secondary boycott situations. The Ohio bill seeks to specify a prohibition against "hot cargo" clauses.

Antilabor forces in other states are taking heart from the Indiana right-to-work victory. They are studying the Indiana pattern to see if the Hoosiers have come up with anything which can be adapted in their states.

In the meantime organized labor is having sober second thoughts about state legislators and is beginning to realize that victories in the legislature are won at the polls—long before the legislature convenes.

The jarring given labor by the Indiana action is forecast by many in the trade union movement as a powerful incentive for greater participation in political education and action during this year and next in preparation for 1958 elections.

WHAT'S NEW?

Cartridge Grease Pack Is Clean and Efficient

As simple and clean as stuffing a sausage in a tube is the loading of grease guns with a new cartridge for automotive grease. Weighing 12 ounces, the contents of the modified sausage packaging can be stripped into the grease gun barrel or the entire sausage can be inserted into the gun. If the latter method is used, the top of the cartridge is punctured or cut off, the head of the gun is replaced and the unit is ready for lubing. Besides loading simplicity, this pack, which is available in cases of 24 cartridges, provides for dirt-free grease handling.

Tire Features Traction, Wearing Advantages

An estimated 10 per cent increase in mileage is claimed for a new truck tire with a wider, flatter tread. This feature, plus a five-rib design, puts more rubber on the road, thus providing better traction, it is claimed. A more resilient body for longer life and more recapability are said to be provided by the tire's rayon cord and additional body protection by the new-type breakers. According to the manufacturer, this tire offers the latest tread compounds which are more resistant to rib cracking and shoulder tearings. It is tubeless and is produced in 15- and 16-inch sizes.

Light Weight Featured In Freezer Room Suit

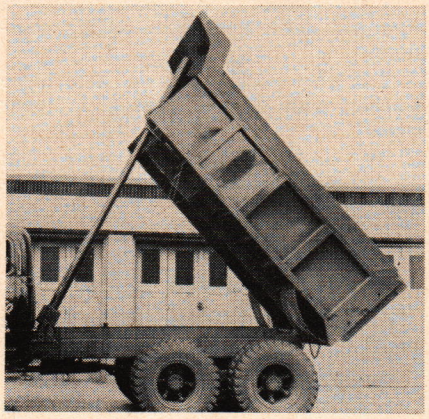
From room temperature to a minus 40 degrees, a worker can now remain comfortable in a new lightweight suit worn under the regular clothing. Made of porous virgin wool, constructed to create millions of warm air cells, the suit is designed for workers in freezer rooms, frozen food warehouses or outdoors.

Cites Advantages Of Hydraulic Hoist

A front-end telescopic hydraulic hoist with marked advances is being marketed by a Chicago firm. Here they list the salient features and their advantages.

1. Low weight—a 20-ton unit complete with pump and rear hinges, 550 pounds only.

2. Simplicity—the only additional parts to the hoist other than those visible in the photograph are the combined swash-plate pump and power - take - off unit which are bolted directly onto the power-take-off opening of the transmission box, requiring no shafts, universal joints, etc., to wear and to increase the weight.



3. Increased power—due to the front end lift, the weight in the body is divided between the hoist at the front and the hinges at the back; thus the hoist only has to lift half the weight of the body and its contents.

4. Can be fitted to any body.

5. Requires a maximum of eight gallons of hydraulic oil only.

6. No packing glands to leak and require adjustment. The rams use a cup to retain the pressure in the same manner as a master brake cylinder.

7. Most parts are interchangeable throughout the range of hoists from 6 to 30-ton capacity.

Neoprene Coating to Waterproof Fabrics

A coating of neoprene can now be applied to a fabric to render it completely waterproof and permit it to remain flexible in temperatures as low as a minus 40 degrees. This formula, developed in Massachusetts, is said to give excellent adhesion to nylon in addition to non-synthetic fabrics and comes in solid black or black and aluminum.

Added Safety of New Flame-Resistant Tape

A New Jersey firm has recently announced a new flame-resistant glass cloth tape which it recommends for sealing and binding joints in hot air ducts, or sealing pipes carrying exhaust fumes. These are the pertinent specifications: average tensile strength — 150 pounds to the inch; adhesion—65 ounces to the inch.

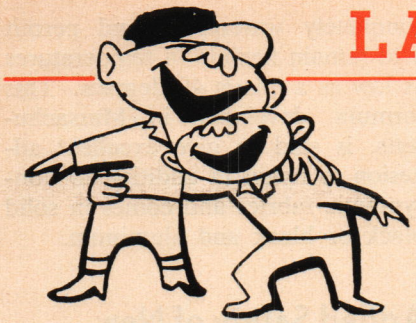
Water Repellent Also Protects from Shock

Electric hand tools can be used in wet condition without shock after an application of a new non-toxic solution from Michigan. Giving protection against water, alcohol, alkalis and acids also, the repellent is transparent and can be either brushed on or used as a bath for electrical units. After draining or drying, a thin coat of the solution becomes part of each unit, protecting it from shock or wear.

Plastic Insulation Cuts Gross Weight

Gross weight can be cut and insulating effectiveness increased in refrigerated truck and trailer bodies through use of a new plastic insulation, a rigid, foamed-plastic insulation board, says its Pennsylvania manufacturer. Combining light weight and moderate cost with relatively high compressive strength, this plastic insulation has been found to be effective for temperatures from minus 50 degrees to 160 degrees F. and is applied by the cold erection method, using an adhesive. Hardwood skewers or galvanized nails supply additional support in cold rooms.

LAUGH LOAD



Caught

Entering a hotel, a traveller ordered a whiskey and soda, and was about to drink it when he noticed a painter at work on a ladder.

Immediately he went out without touching the drink. The painter climbed down and lifted the customer's glass.

"Hi!" said the barman, "you can't do that! That chap will be back in a minute, I expect!"

"Oh, no, he won't," said the painter. "You see, he's president of our local temperance society, and I'm the secretary."

★

Liberal Arts

"Touchdown" Sanders, football player for a southern school, was having trouble with his grades. Since he was the star player on the team his services were needed. He was called into the president's office for re-examination. The school decided to give the boy a one-question examination, and since he was from Florida, the question was: "What is the capital of Florida?"

"Touchdown" sweated over this for some time and finally wrote, "Monticello." He passed. In checking the answer, the officials said that 100 was perfect, and Monticello is 25 miles from Tallahassee. Twenty-five from 100 leaves 75—and 75 is passing!

★

Excitement

Calling to his three sons who were peacefully slumbering: Zeke, Jim, Pete—hurry! Get up! Pull off your clothes, get up the stairs, light the cow—the lantern has a calf!

★

A Clear Field

The head of the house was reading a newspaper article very carefully. When he had come to the end he remarked to his wife: "Do you know, dear, I think there's something in what this article says—that the cleverness of the father often proves a stumbling-block to the son."

His wife heaved a high of relief.

"Well, thank goodness," she said, "our Bobby won't have anything to fall over!"

Maximum Risk

A farmer wished to insure his barn and a few stacks.

"What facilities have you," asked the insurance man, "for extinguishing a fire in your village?"

The farmer pondered a little while. Finally he answered, "Well, sometimes it rains."

★

Trusting Souls

"Why do they put 'In God We Trust' on pennies?"

"That's for the benefit of people who use them for fuses."

★

Added Flavor

A government crop inspector visited a Kentucky farm and began asking questions.

"Do you people around here have trouble with insects getting in your corn?"

"We sure do," said the farmer, "but we jes' fishes them out an' drinks it anyhow."

★

Well Ordered Home

Teacher—What is the Order of the Bath?

No answer.

Teacher—Come, some of you must know what the Order of the Bath is.

Pupil—Well, at our house it's pa first, then ma, then us kids and then the hired girl.

★

That's the End

Paratroop trainee: "But what if the parachute doesn't open?"

Instructor: "That's what is called jumping to a conclusion."

★

Fightin' Words

Mrs. Brown: "Whenever I'm down in the dumps, I get myself a new hat."

Mrs. Jones: "I've often wondered where you got them."

★

Cramps Initiative

Retired Tycoon (talking to his listless grandson): "Why don't you get out and find a job? When I was your age I was working for three dollars a week in a store, and at the end of five years I owned it."

Grandson: "You can't do that now. They have cash registers."

Safe to Come Home

A woman reported the disappearance of her husband to the police. "Is there any message you may wish to give your husband if we find him?"

"Yes," she replied eagerly, "Tell him mother didn't come after all."

★

Art Appreciation

A sign was placed in the window of a suburban home with the following notice: "Piano for Sale."

In the window of the house next door another sign appeared bearing just one word: "Hurrah!"

★

Doesn't Leave Much

After the physician checked the patient over, he asked: "Have you been living a normal life?"

"Yes, doctor."

"Well, you're going to have to cut it out for awhile."

★

Strange!

Judge (to witness): "Was your friend in the habit of talking to himself when he was alone?"

Witness: "To tell you the truth, your honor, I never was with him when he was alone."

Congress Eyes Highway Program

(*Continued from page 22*)

ways. It will link all 48 states and nearly all of our cities of more than 50,000 population. It is the backbone of our highway transportation system.

"Yet no single system, however vital, can stand alone. Under the Federal Aid Highway Act of 1956, some 741,824 miles of road systems are eligible for Federal aid. The primary system totals 234,148 miles, including the Interstate and urban network. The system of secondary or farm-to-market roads comprises 507,676 miles serving the transportation needs of rural areas not served by the primary system. If the Interstate system is to realize its full potential to the economy and to national defense, it is vital that all the feeder and auxiliary systems be improved and maintained to adequate standards."

FIFTY YEARS AGO
in Our Magazine

(From Teamsters' Magazine, March, 1907)

Two for Tea

Last month Mrs. Potter Palmer of the Chicago Palmers pitched a big one and even invited the labor stiffs. Frank Duffy, writing in the Carpenter magazine, took the ten count on this one and came up asking, "Why?" It was the first time in the history of organized labor that society recognized labor or its representatives in any shape or form. Was it for notoriety or popularity? Was it to get someone's picture in the paper? Have the "dog dinners" and "animal parties" been a failure?

"Where, then, is the use in using all this energy, ability, effort, time and money," the incredulous Duffy asks our readers in his piece reprinted in the April, 1907, TEAMSTER, "in calling together the representatives of capital and labor to meet in a 'place of wealth' to discuss purely labor affairs and labor troubles?"

Duffy then concedes that "after all is said and done" at these society diggings we will still have to go out and fight "grim and determined" for any gains that will be made.

"All this talks about bath rooms in factories, wash bowls, dressing rooms, libraries and lunch counters in mills and shops is time wasted. The wage workers of the present day are not asking for such luxuries in the workshops. They will be content with much less. They are asking, however, for a fair day's pay for a fair day's work," says Duffy.

The Irishman concluded: "We don't want your libraries and bath tubs. Pay us a decent wage for our work, and we will supply our own libraries, bath tubs and necessaries of life."



Sage Advice

We are now into the first weeks of a new spring season. Flowers are beginning to evolve and the long dormant wildlife is struggling to its feet. There is a song in the air. A good psychological moment to begin negotiating for new contracts. But, an editorial warns, use discretion and ask for what is fair and reasonable and endeavor by conciliation to arrive at an amicable settlement.

This advice holds water today just as it did 50 years ago: "Don't make the mistake of asking for the whole world with a view of having something given away. Determine on what is right and just and use every honorable means to secure those conditions. It is far easier to settle wage scales before than after a strike. The progressive organization is the one that secures for its members better wages and working conditions without a strike, which in a great many cases entail a severe loss of time which means money to the membership."

A sound formula!

Vive Organized Labor

A corresponding brother reflects on the progress our union has made over the past half-dozen years in securing good wages and working conditions for members of the International.

"It is only a matter of a half-dozen years since a teamster in this country was the most overworked and underpaid of all workingmen. We were rapidly becoming slaves—nothing more or less—as in the days of our forefathers. The teamster began to realize that he was not getting what rightfully belonged to him, and, unless something was done to stop the downward trend of his conditions, they must naturally grow not better, but worse.

"Today there is no city of consequence in our land where our brothers are not organized to some extent, and as a result of that fact, a stipulated number of hours for a day's work has been prescribed, as well as a fixed scale of wages, and in most cases the pay has been materially increased and in some it has been doubled, thus elevating the teamster to a higher level than he would ever have been able to attain under unorganized conditions."

B'Gosh and Begorrah

Probably none of the St. Patrick's day parades held last month were so pregnant with drama as the one in East St. Louis.

It all started when the young ladies' sodalities of St. Mary's and St. Patrick's churches were in dire need of carriages to ride in the parade. A hasty but thorough search of all East St. Louis stables showed that all the carriages had been committed for the event.

The committee then made a contract with a St. Louis firm and paid $25 down on a contract calling for $75. When the committee reported its action there was a storm of protest based on the fact that the stable from which the carriages for the girls had been hired was non-union. The situation was amended when the union agreed to the carriages, provided, a union man was aboard with all non-union drivers.



"NOW HEAR THIS..."

Leisure is Treasure
And more I will say -
Insist on Delivery
The Teamster way.

